

Victoria Daily Times.

VOL. 29.

VICTORIA, B.C., MONDAY, APRIL 24, 1899.

NO. 40.

CUTLERY

WE CARRY THE BEST.

All sizes of Spoons, Forks and Knives, with plain or fancy handles, in half dozens, dozens and complete sets.

CARVERS

We have all kinds, shapes and sizes, imported direct from the best English makers.

WE GUARANTEE OUR GOODS TO GIVE SATISFACTION.

CHALLONER & MITCHELL, JEWELLERS. Phone 675.

The Westside.

Spring .. Costumes

The Greatest Economy

Now is that which was once considered the greatest extravagance—Buying Ready-made Suits.

No one can tell these stylish, inexpensive suits from made-to-order garments and their

Price is About One Half.

CLOTH SUITS
CRASH
PIQUE

A large quantity of attractive novelties now showing.

The Hutchison Co., Ltd.

City Engineer.

The position going begging. Why not one of the aldermen take it? They are more wise than a professional.

Potatoes, \$1.50 per sack.
Armour's Soups, 15c. per tin.
Armour's Vigorol, 35c. per bottle.
Armour's Sliced Bacon, 30c. per tin.

Dixie H. Ross & Co.

A SPADE IS A SPADE

and there's nothing gained in calling it anything else. But there are

Spades and Spades

Nicholles & Renouf, Ltd.

Cor. Yates and Broad Sts.,
Victoria, B.C.



3 CASES JUST UNPACKED. ALL NEW PATTERNS.

BOYS' AND MEN'S

English Norfolk Suits

B. WILLIAMS & CO.,

Clothiers, Hatters and Outfitters.

97 JOHNSON STREET.

To CANNERYMEN

A PATENT RETORT AND STEAM BOX DOOR.

On exhibition under pressure of steam. Can be opened and closed in one minute. A perfect steam-tight joint.

T. SHAW'S

MARINE IRON WORKS, VICTORIA, B.C.

WALL PAPERS

A carload of fine Wall Papers just arrived.

A large assortment of the latest designs.

Some Handsome Friezes and Ceilings

For Ingrain Papers

J. W. MELLOR 76-78 Fort St.
Victoria, B.C.



FOR SALE

On Somenos Lake,
2 1/2 Miles from
Duncan's Station

250 Acres All Good Farming Land

Partly cleared and cultivated, 25 acres under first-class fruit trees. Dwelling of nine rooms; bath, hot and cold water and other conveniences. Barn with accommodation for 24 head of cattle. Whole farm fenced. Will be sold as a whole or in tracts of 10 acres and upwards. For particulars apply to 40 GOVERNMENT ST. or MR. E. MUSGRAVE, on the premises.

STERILIZED

Ext. Malt

Makes
The
Weak
Strong.

35c. a bottle.

\$1.75 for six.

\$3.25 per doz.



John Cochrane

CHEMIST,

N.W. Corner Yates and Douglas Sts.

Let Us Fill Your Prescription

TENDERS.

Sealed tenders will be received by the undersigned until noon on the 23rd April next for the purchase of the property, 2243-9, at 112 Government street, known as the Tootonia school, with immediate possession if required. The property includes the buildings thereon together with the license and good-will of an old established saloon business. Highest or any tender not necessarily accepted. State terms. MRS. A. BAUMGART.
97 Quadra street.

Balsam of Aniseed.

The reliable remedy for Coughs, Colds, Bronchitis, etc., prepared by

HALL & CO., DISPENSING CHEMISTS.

Clarence Bldg., Yates and Douglas Sts.

VICTOR BICYCLES.

The highest grade possible to make. At the same price as low grade makes.

VICTORS sell for \$55.00
STEAMERS 30.00
Imperial 20.00

First-class repair work.

JOHN BARNESLEY & Co.

119 Government street.

E. & D. BICYCLES

The 1899 Wheels just in, and undoubtedly

THE BEST WHEEL IN THE MARKET...

LEADING FEATURES—

Four Point Bearings,
a beautifully finished front,
Requires no oiling.

J. L. BECKWITH,

AGENT,
40 JOHNSON STREET.

DOG FOOD.....

Smith's Dog Biscuits for working dogs. There's nothing better. No preparation is needed to feed these biscuits. They keep the dog healthy, and no other food is necessary.

For Sale by all Dealers and M. R. Smith & Co.

WILLIAM F. BEST

ANALYTICAL CHEMIST

(Heldberg and Leipzig). Late analyst for the Province of New Brunswick. Office, B.C. of Trade Building, Victoria, B.C.

W. JONES, AUCTIONEER.

Is instructed by Mr. Nixon to sell on the premises, Pine street, Victoria West, on

TUESDAY, APRIL 25th,

AT 2 P.M.

Household Furniture,

Parlor Suite (4 pieces), B.W. Centre Table, Pine Over Mantel, Arm Chair, Hat Rack, Ash Bedroom Suite and Single Bedroom Set, Rockers, Chairs, Tables, Baby Buggy, 15 Window Blinds, Box and Wire Mattresses, Deer's Head, Stuffed Owl, Toilet Sets, Stove, Axes, Street Brawls, Lamps, 3 dows, Sealers, etc., etc. Terms cash.

W. JONES, Auctioneer.

Kingston Disaster

The Latest Particulars Show That No Lives Were Lost.

The Northern Pacific Company Libels the Glenogle for \$140,000.

She Is Alleged To Be Responsible for the Collision.

Tacoma, April 24.—(Special.)—The fullest investigation shows that no one was lost in the Glenogle-Kingston collision.

The Kingston's hull, including machinery and masts, are sunk in over 100 feet of water about a mile on this side of Brown's Point, where the collision occurred.

The Northern Pacific is negotiating for another steamer and expects to have one on the run to Victoria within forty-eight hours.

The removal of the cargo from the Glenogle's forward hold continued all night. Her bow is high out of the water plainly showing a big hole on her port side two feet wide and 12 feet long. Several plates were smashed in her by the Kingston's guard rail, a portion of which was found sticking through the aperture. The Glenogle would have sunk before reaching the dock but for her collision bulkheads. She will probably be docked at Quartermaster.

The cost of her docking and repairs is estimated at from \$40,000 to \$60,000.

The Northern Pacific last night libeled the Glenogle for \$140,000, alleging that the Kingston's loss was due to the failure of the Glenogle to answer or make proper passing signals.

The Kingston signalled she would pass on the Glenogle's port side, while the Glenogle signalled she would pass on the starboard side. Before the consequent misunderstanding could be rectified the collision occurred.

No steamer will come over to-day, and as yet no definite arrangements have been made for a vessel to take her place. The mail was sent out this morning by the Pacific coast liner Queen and the inbound mail will in all probability be brought by the Umatilla, which will arrive this afternoon on her way to San Francisco.

The collision occurred on any other day, it is thought that heavy loss of life must have resulted. As it was, but twelve passengers were on the steamer. Had it not been that it was Sunday, there must have been a big crowd, for on other days it is the practice of the Seattle-bound passengers to remain in their berths and go on to Tacoma, returning to Seattle before getting out of their berths.

PHILHARMONIC HALL
FORT STREET.

Two Evenings
With
Gilbert & Sullivan

WEDNESDAY AND THURSDAY
26th. 27th.

Vocal gems from their favorite operas by popular vocalists, concluding with

"Trial by Jury."

ADMISSION 25 and 50 CENTS

Seats can be reserved on Monday, without extra charge, at MacGregor & Richards, Broad street.

Young Men's Liberal Club
PIONEER HALL, BROAD STREET.

The session of the Mock Parliament will terminate with a

BANQUET

Saturday Evening Next, April 29

Tickets may be obtained from any member of the club.

Another instance of husband and wife dying on the same day is reported from Yarmouth. The husband expired suddenly during the morning as the result of influenza, and the discovery of his body in the bed-room gave the wife such a shock that she died the same afternoon.

PLAGUE IN FORMOSA.

Over 60,000 Cases and Many Deaths Reported—Japanese Soldiers Kill Natives and Sack Towns.

Seattle, Wash., April 24.—Daily reports received from the Governor General of Formosa at the home office in Tokyo, Japan, announce between 50,000 to 100,000 new cases of plague, of which about 40 per cent. have resulted fatally. The scourge is most felt in the vicinity of Taipei and Tain, and there seems little chance of checking its ravages at present. The people of Formosa are so suspicious of their Japanese conquerors that they will not help in the sanitary measures taken to check the plague. From many cities plague victims run outside the city walls into the mountains rather than give themselves up to Japanese physicians.

Details of the terrible butcheries committed by the Japanese army on the recent raid through southern Formosa are beginning to reach Japan. It is said more peaceful citizens were killed than bandits, and as many as 300 towns sacked.

Germany Offended

At the Remarks Made by a United States Naval Officer.

A Protest Has Been Lodged With Secretary of State Hay.

Washington, April 24.—The German government has entered a formal protest against the language used by Captain Cogan of the cruiser Raleigh at the Union League Club banquet in New York last Friday night. The protest was lodged with Secretary Hay through the German ambassador, Herr Von Holleben.

Secretary Hay replied that the language appeared to have been used at a dinner in a club, so that it could not be regarded as an official utterance which would warrant the state department in acting. However, the navy department was fully competent to take such action as the case seemed to require.

With this statement the ambassador will have to be content for a time at least, and doubtless will await a reasonable length of time upon the navy department.

There are semi-official intimations that the ambassador will not so much concern himself with the course of Captain Cogan as with the course of the United States in dealing with Cogan.

The German ambassador stated to-day that the poem recited by Captain Cogan was "Too nasty to be noticed."

Don't Approve of His Conduct.

Berlin, April 24.—It is announced in a semi-official note to-day that United States Secretary of State Hay has expressed to the German ambassador in Washington, Dr. Von Holleben, strong disapproval of the conduct of Captain Cogan of the United States cruiser Raleigh.

Anxious to Whip the Germany Navy.

New York, April 24.—Under a Philadelphia date, the World prints the following:

"The Times publishes the following significant despatch from Washington from its special correspondent, who is usually well informed:

"The administration is likely to find Captain Cogan a tough proposition to handle," said a navy paymaster yesterday evening at the Army and Navy Club. "All of the officers of the navy know that Cogan has simply told the truth, and, moreover, some of us know Admiral Dewey wants the truth known."

Concerning the statement that Dewey wants the truth known a lieutenant in the navy said: "I have had two letters, and I have about a dozen letters from other officers, which show conclusively that Admiral Dewey wants the people of this community to know exactly the facts which Captain Cogan is telling them, and Admiral Dewey has felt that the people here might suppose that he was afraid to tackle the German navy, on the contrary he was anxious to give them the whipping their conduct deserved."

The German ambassador appeared at the state department at noon to-day for the purpose of making further representations to Secretary Hay regarding Captain Cogan's utterances at the Army and Navy Club.

An effort was made to ascertain whether the United States government intended to do anything officially in view of the subsequent developments in the case. Secretary Hay has not changed his position any degree. He deprecated the "lack of tact and bad taste" shown by Captain Cogan, and he did not hesitate to let it be known to the German ambassador.

The German ambassador will communicate the department's view to the foreign office at Berlin. The officials on both sides realize that the episode may have treated discreetly and wisely. Our officials are somewhat surprised at the importance attached to the incident by the German government.

It is said that our government has ignored many utterances by German officials of sentiments far more inimical to the United States than the tale of Captain Cogan to Germany.

Deadman's Island.

The Latest Development of the Agitation Against the Sawmill.

Police This Morning Stop the Work of Cleaning the Site.

Mr. Ludgate and a Force of Men Placed Under Arrest.

Vancouver, April 24.—(Special.)—Armed with axes, brushhooks and spades, Theo. Ludgate and 30 or 40 men set out from the city at 6:30 this morning to commence the work of clearing up Deadman's Island for a sawmill site. Their arrival had been anticipated, for on Sunday night Mayor Gordon had given orders to Acting Chief of Police Johnston to be on hand with his men and specials to arrest anybody who attempted to commence work. The police had been on the island since 3 a.m.

Before the workmen set sail Mayor Gordon and City Solicitor Hamersley had arrived and assumed command.

When Mr. Ludgate landed with his men he was met by the civic authorities. The mayor asked Mr. Ludgate what he intended to do. Without replying Mr. Ludgate took an axe and commenced to chop down a tree. The mayor turned to Johnston and told him to arrest Mr. Ludgate. Johnston told Mr. Ludgate to consider himself under arrest.

Mr. Ludgate then turned to his foreman and told him to set the men to work. Some 30 picked up axes and began to chop. The police arrested about 25 of them.

The crisis having precipitated, the heads of the two forces came together and a brief conversation ensued.

"I am sorry," said the mayor, "but there is unfortunately no other course open for me, and acting on behalf of the council it is my duty to arrest you and any of your men who may attempt to destroy property on this island."

"I regret that you have seen fit to adopt this course," replied Mr. Ludgate. "I regard you and your men as having no right here at all. You are trespassers on this property, and will be held responsible for the course you are taking."

In five minutes the workmen were corralled and a ring was formed, in the centre of which stood the mayor and Mr. Ludgate. "Your men are all under arrest!" explained the mayor.

"So it appears," replied Mr. Ludgate. "I have no intention of resisting the force and never intended to do so. We know, however, just how the matter stands and you are responsible for what you have done."

After further consultation it was decided not to take the men to the city under arrest, but Mr. Ludgate's undertaking to produce them when wanted was accepted.

"I shall protect my men," he said, "no matter what phase the difficulty may assume, and the Dominion government will protect me."

The early morning incidents were the talk of the whole city, and a lively time was looked for at the council meeting to-night.

Later—the mayor and city solicitor met Mr. Ludgate in the Hon. Joseph Martin's office before noon, when it was agreed that criminal action should not be proceeded with at present.

In all probability a mass meeting will be held this evening. It is being set up by those who oppose the mayor's action. Mayor Gordon says it was an unpleasant task, but it was his duty.

CLAYTON-BULWER TREATY.

Great Britain Will Insist on Concessions by the United States Before She Repeals It.

New York, April 24.—A Herald despatch from Washington says: Although willing to abrogate the Clayton-Bulwer Treaty, Great Britain has made it plain to the United States that she expects an equivalent in return for the action. The equivalent is to be exacted during the negotiations of the American-Canadian commission, which is to resume its sessions at Washington in August next. It is because of the demand for concessions in equal value to that which will be given to the United States in the abrogation of the Clayton-Bulwer treaty, the negotiations have not progressed with the promptness expected. It is apparent to officials now that Great Britain proposes to use the proposition to abrogate the treaty to further her own aims in connection with the settlement of the boundary and reciprocity questions. Great Britain is determined to make every effort to secure an outlet for the Northwest Territories through Alaska, and the United States is not willing to give it. It may be, therefore, she will suggest that, in return for such an outlet she will surrender all rights on the Nicaragua Canal.

President McKinley and Secretary Hay have determined not to enter into negotiations with either Costa Rica or Nicaragua respecting the Nicaragua Canal until the new canal commission has submitted a report.

THE TRIAL OF MRS. GEORGE.

Canton, Ohio, April 24.—To-day's sessions of the trial of Mrs. Annie F. George for the murder of George D. Saxton, were given to arguments by counsel. It is understood the case will finish to-morrow night.

CITY OF KINGSTON CUT IN TWO

An Early Morning Collision Off Brown's Point, Near the Entrance to Tacoma Harbor.

The Big Oriental Liner Glenogle Crashes Into the Passenger Steamer.

Deals Her a Death Blow Amidships—Passengers and Crew Saved.

Awful Scenes of Confusion—Passengers Clamber Into the Kingston's Rigging.

The Narrow Escape of a Minister—Was Pinned in the Wreckage for a Time.

A Rumor That Five of Those on Board Are Still Missing.

Mails and Express Matter Reported To Have Been Lost.

Probable That the City of Seattle Will Replace the Lost Steamer.

The City of Kingston has been totally wrecked. Early yesterday morning as she was just completing her voyage she was cut in two by the Oriental steamer Glenogle, which was bound here on her way out to the Orient, with a very heavy freight cargo aboard. She crashed into the passenger steamer off Brown's Point, the extreme point of Tacoma harbor, and cut into her timbers, making matchwood of her hull. The story of the catastrophe, as told by the Tacoma correspondent of the Times and published in the Times Extra issued yesterday noon is as follows:

Tacoma, April 23.—(Special to the Times.)—Steamer City of Kingston has been wrecked.

About 4.30 o'clock this morning during a fog, she was nearing Brown's point on her way into Commencement Bay, when the big iron steamer Glenogle, of the Northern Pacific line, loaded down to the waterline with general cargo for Chinese and Japanese ports, swung around the point and, before either steamer could change its course, struck her just abaft the boilers and cut her in two.

Twelve passengers and the crew of the Kingston were saved through the prompt action of the officers of the Glenogle and the Kingston, and two ships lying in the harbor, which lowered boats and assisted the people on the Kingston to reach the Glenogle.

So far as known no lives were lost. A heavy tide was running out when the Glenogle left dock and she was forced down below the bunkers before she could head out toward Brown's Point.

A light fog hung over the bay, and as the Glenogle neared the point the Kingston struck her head out beyond the point of land. The two boats whistled about the same time, each signalling to pass.

The Kingston attempted to pass the Glenogle on the port side and then, realizing the certainty of collision if she attempted to get across the Glenogle's bows, her engines were reversed. It was too late to avoid the disaster and the two boats came together with a crash.

In Two Parts. The Glenogle cut the Kingston in two and the two parts quickly disappeared and drifted apart. The pursuer and night watchman of the Kingston went through the decks wakening the sleeping passengers and the crew.

The firemen poured up out of the fire room, and the engineers escaped quickly from the engine room to the decks, crowding and jostling against each other in their excitement and in danger of pushing many off the boat.

Many of the crew escaped only in their night clothes, while those sleeping more lightly or nearer the deck were able to seize clothes.

The Glenogle made fast to the after part of the wrecked Kingston and start-

ed toward the ocean wharf with her in tow. The tug Victor was sent off after the forward part and attempted to tow it to the beach.

The Glenogle's Injuries. As soon as the passengers and crew were saved, an examination of the Glenogle's injuries was made. It was found she had been stove in forward and was slowly taking water. Her wooden work on the starboard side of the bow was crushed, but the damage was comparatively slight.

The Glenogle's tow and the heavy tide running against her on the way in made progress toward the dock slow. It was nearly an hour after the collision before the big liner had drawn up at the ocean dock and the Kingston's passengers were permitted to step ashore.

The sound of the whistles and the crash awakened the waterfront residents and through the fog they were able to make out the forms of the Kingston and the Glenogle.

The full sense of the disaster was immediately realized and telephone messages were sent to a red, Dodwell, Pacific Coast manager of the North American Mail Steamship Company, which carried the Glenogle, and which it is reported recently purchased the Kingston. Mr. Dodwell and a party of officials were taken out to meet the Glenogle and came in with her. From a position on the bridge, Mr. Dodwell called orders to other officials on shore to send for stevedores Hamilton and McCabe to take out the cargo necessary to ascertain the extent of the damage.

Lehman's Story. Customs inspector Lehman who was on the Kingston's deck at the time of the collision says: "It would be impossible to state just how long the Kingston remained after the collision before her hull sank. It may have been five minutes and certainly not more than ten."

The officers of the boat quickly aroused the sleeping passengers and members of the crew. As soon as a sufficient force could be mustered, the life boats were lowered. I do not know how many people were taken off in the boats of the Kingston.

"I struggled on deck and out into the deckhouse. There were a number of passengers and members of the crew with me and people were scrambling into the rigging and to the highest points they could reach.

"Everybody realized the boat was settling, and it was

A Mad Rush to secure the safest position. To add to the confusion, one of the masts fell across the deck-house and it was crushed.

I do not know whether anyone was caught in the debris, but I believe two men must have been pinned down. I do not know whether they were saved."

It was afterwards learned that one Chinaman was caught by the wreckage, and he was rescued by a boat from the Glenogle. For several minutes the position of the passengers and crew on the Kingston was very dangerous. Indescribable confusion resulted from everybody's attempt to get into the rigging.

They had scarcely been rescued when the hull filled with water and sank. The upper works remained afloat and separated into two parts.

Rev. Horace Clapham, rector of Trinity Episcopal Church, occupied the state room struck by the Glenogle's prow and was

Pinned in the Wreckage for several minutes, only being released by the parting of the ships. His forehead was very slightly cut, but he was not seriously hurt. His story is as follows:

"My cabin was No. 41, almost exactly amidships, on the lower tier of state-rooms on the upper deck. I was awake looking out of the window and saw the Glenogle for fully half a minute before the crash. I saw she was coming straight for me, but felt sure at first she would sheer away.

"The next moment there was a crash and I was imprisoned in a pile of splinters. I was pinned fast and struggled, but it was of no avail. I was certain that I had met death at last, and resigned myself to God.

"Then as the ship slowed around an opening appeared in the debris and I was freed. I took a piece of board to pry a way out and intended to use it as a life-preserver. Reaching the outside, I was standing on the walk between the state-rooms and the rail and had no trouble in walking aboard the Glenogle."

The Glenogle was in charge of Captain Gatter, the North American Mail SS. Co's pilot. She had just left port and most of the officers were yet awake. Captain Gatter curtly refused to give an explanation of the disaster and the

other officers of the Glenogle are also silent. The Kingston was in command of C. E. Brandon, the pilot. Her captain was O. A. Anderson. She was valued at \$150,000 and was partly covered by insurance. The financial loss to the company will not be large.

The officers of the Kingston returned aboard the Glenogle, but they discreetly kept from sight, and left as soon as the boat landed for the headquarters of the company.

The Most Plausible Theory advanced after a study of the stories told is that the Kingston was proceeding towards Tacoma under the impression that the Glenogle was lying at the dock. When the Victoria liner rounded the dock and the Glenogle loomed up just ahead, the officers were at a loss and momentarily confused. It is stated that the Glenogle signalled the Kingston to pass outside, and had this been done, witnesses state, the accident would not have happened.

The Kingston's officers were probably unable to distinguish the whistle, and in an attempt to pass on the inside ran directly across the bows of the Glenogle.

The Glenogle was probably acting on the theory that the Kingston would pass as she had been signalled to do. The result was that both boats were headed in the same direction, and when the engines of the Kingston were reversed, as reported, this brought her directly ahead of the Glenogle.

An Alarming Rumor.

A story is told by one of the passengers of the Kingston to the effect that there were eight men seen in the smoking room of the Kingston just previous to the collision. It is said only three of these were seen afterward.

The Puget Sound and Alaska Steamship Company spent about \$25,000 on the wrecked vessel about three months ago to prepare her for this season's business. Three new boilers were put in, the machinery improved and the speed of the vessel considerably increased.

Coal bunkers were put in, the parlors and staterooms altered and extra ones built, in fact she was generally renovated and in first-class condition when the catastrophe occurred.

The disaster has happened at a most inopportune time. Father Neptune could not have arranged to grab a victim at a time when the loss would be more heavily felt. In view of the proposed excursion on account of the Queen's birthday and Dominion Day celebrations, her loss will indeed be keenly felt by Victorians.

Her business has been steadily picking up of late, and daily very heavy cargoes and big crowds of passengers have been carried.

It is understood that the steamer North Pacific will be sent to make one or two trips, and the steamer City of Seattle, the sister vessel of the lost Kingston, when the new crank pin is placed in her and she comes off the ways at Tacoma will be taken off the Alaska route and placed on the Victoria-Seattle-Tacoma run.

Express Lost.

All the express and mail matter, which was kept in a big safe on the main deck, was lost.

About \$25,000 in treasure went from here, but this, it is thought, was as usual, but ashore at Seattle. The passengers booked from here to Tacoma were J. F. Pigot and J. Kirk Green, two wealthy mining men of Kootenai district, who were returning to the mines after a short visit to the capital, and four others, of whom no record was kept here.

Captain A. O. Anderson, who was in command of the Kingston at the time of the collision, has many friends here. He has been master of the wrecked ferry craft for a considerable time. Her pilot, Capt. J. H. Brandon, has been on the Kingston since she began service on the coast. He was pilot on her when she was running on the Hudson river, and came around the Horn in her.

Her first officer was Isaac Ellison, better known here, perhaps, as "Liverpool Ike."

The Victorians among her ship's company were Dan Cross, the saloon watchman, who resides in the Work Estate, and Miss Laura Sinclair, the stewardess, who resides in James Bay district. The steward, Thomas Thompson, is a resident of New Westminster.

The City of Kingston was built at Wilmington, Delaware, in 1884, for the Hudson river trade, and was bought in 1889 by Capt. D. B. Jackson. She was then a two-hundred and forty-six foot long, thirty-three foot beam, and had a tonnage of 316 tons. She had three decks and was most elegantly fitted up with state-room accommodations for over three hundred passengers. She was built around to the Sound in 1890 by Capt. Melville Nichols. Her actual running time from New York to Port Townsend was sixty-one days, and on her way out she stopped two days at the Barbados and four at Rio Janeiro, where she coal-burned. She came through the Straits of Magellan, and on reaching Valparaiso was laid up a week for repairs to her machinery. Her fastest day's work on the voyage was after leaving Valparaiso, when she logged 327 miles in twenty-four hours. The Kingston reached Port Townsend on February 17th, 1890, and on March 15th she commenced running on the route on which she was kept almost continuously until she received her death blow from the Glenogle early yesterday morning, under command of Capt. George Roberts and with C. H. Lent in charge of her engine room.

Four young people returning from a dance were run down by the Chicago & Northwestern fast mail at Crawford's crossing, about a mile from Baraboo, Wis., on Saturday morning. Three were killed and one badly injured. The dead are Benjamin Talbot, Kitty Marshall and Nellie Welsh.

I was reading an advertisement of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the Worcester Enterprise recently, which leads me to write this. I am truly glad to say I never used any remedy so far for colic and diarrhoea. I have never had to use more than one or two doses to cure the worst case with myself or children. W. A. Stroud, Popponoke, City, Md. For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

The "Douro" square is the heaviest ingrain carpet made; it is economy to buy a good thing. Veller Bros.

Bark Horatio a Wreck

Barkentine Ruth Arrives at San Francisco With the News.

Was Lost on Kusale Island on Which the Germans Have Designs.

San Francisco, April 24.—Barkentine Ruth has arrived here from the Caroline islands with Capt. West and part of the crew of the wrecked whaling bark Horatio, which went ashore on January 27, while trying to enter the south harbor of Kusale, or Strong's Island.

The Horatio was a total wreck, but no lives were lost and nearly everything of value on board was saved. Capt. Challenor, of the Horatio, has bought the wreck for \$800.

The Horatio was owned by Captain Lewis, of Lewis, Anderson & Co., of San Francisco, who lost the steamer Navarcho in the Arctic last year. The Horatio made a profitable trip last season and has paid for herself many times over.

She was built at Port Jefferson, N. Y., in 1887, and registered 331 tons net. She was 115.7 feet in length, 23.6 feet beam, and 17.5 feet depth of hold.

A. G. Madden, a Stanford student, who is a passenger on the Ruth, has had several important missions from the government and went to the Caroline islands to make a thorough study of the islands and the people. He says that the Germans are trying to take possession of the islands.

Melander, an American trader at Kusale, has been a prisoner of the Spanish since July 4th. As soon as the Spanish trader and his ship, Mr. Madden, says that the Germans are now trying to get Melander's trade, and possession of the islands. He says:

"The Germans are watching Kusale with eager eyes and will gobble it up at the first opportunity. The United States does not want to see the islands go to the Germans. They will probably offer to buy it from Spain, and I do not doubt that they have, through the instigations of the German firm now controlling the islands, already made advances in that direction."

"This is to be all the more regretted when we consider the fact that by all rights the island of Kusale is really American, and that Spain has no binding claim to it. The island was first discovered and first announced to the world by an American, Captain Cooper in 1804. He entered the harbor in an American ship, flying the American flag, and claimed the island for the United States and named it Strong's Island, after the Governor of Massachusetts. The first people to take an interest in the island were American missionaries whose influence has civilized the natives and made them all anxious for American protection. The missions have been established there since the sixties and as a result the majority of the natives can speak and understand English, while a number can read and write in that language."

"A German trading schooner, with one of the firm of German traders at Jaluit, in the Marshall Islands, and the schooner, which was the last of the British flag, arrived on February 25th. Captain Hitchcock of the Queen of the Isles is working for the Germans at Jaluit and has been made their superintendent agent for the Caroline islands. These two schooners came here for the purpose of having a trader here to compete with Melander, but the King and all the natives say that they have had enough of the Germans and all who work for them. The King refuses to let them have even land enough to stay on and at present the natives are a little restive."

"The missionaries are in favor of another trader and are trying to urge the natives to allow Hitchcock to leave a station. Both schooners have on board trading cargoes ready to start a trading station, and they have an experienced man to leave in charge of the station."

"The government should be stirred up to realize the advantages of our obtaining control of Kusale. It is the best harbor between San Francisco and Manila and it will become necessary as a trading station if we are to have a better landing place for a cable between Honolulu, Samoa and Manila."

Lili harbor is described as the finest in that part of the Pacific. Madden thinks that in a few years a coaling station will be established there for warships and that it would make an excellent rendezvous for a small naval squadron.

MEANFUL BEGGARS OF HAVANA.

MEANFUL BEGGARS is an inferno of misery. The miserable ones, no longer called rascals, but simply the poor, their immovable heads on the narrow sidewalks, too weak even to beg. No money will give them food, any way. The misery in the city seems more miserable now than before the war. In my ride through O'Reilly street the cab's wallowing wheels barely grazed the rags which served as the only garments for a young girl who lay down and rolled in the gutter for want of food and lack of mercy. No one paid attention. When the dead came that way on its rounds the dead girl would be added to the horrible harvest.

Only professional beggars prosper. These are principally children. One little boy moves about on all fours, frisking, jumping, crying a year and a half. With him is a little girl who does nothing but crouch like a cock. Every time the boy does a series of "antony" antics, the girl sets up a clamorous cry like a rooster behind a barnyard fence. Every day, at breakfast time, these two perform for our benefit in front of the Inglaterra Cafe. While the girl crows, the boy rolls from window to window, holds up his hand, or, rather, his forearm, and burks his request for alms. He can whine like a puppy, growl like a ferocious beast, howl like a poodle, or at night of him real does flee.

There is another boy whose every joint seems to have been loosened. He can move in a simple jump of flesh. He can mold himself into all sorts of fantastic shapes, like a ferocious beast, howl like a poodle, or at night of him real does flee.

head or walks round on his hands, collecting pennies with toes which serve as fingers. The favorite beggar is a little girl who makes a living, not with her hands, but by laying no hands. Unable to receive pennies like an ordinary normal, this little handless girl, has her month propped wide open and into this forever-open jaw you put your pennies. Few can resist her horrible appeal. These deformed children stand out prominently from poverty's horde, diverting attention and cash to themselves, like stars in a stage tragedy. "What is their awful story?"

They are the products and the property of a band of comprachicos, a Spanish word meaning child-stealers. In the practice of their hideous arts these hands take well-formed children and make them monsters of ugliness and deformity. When a Cuban mother wishes to frighten her child she says: "Mind, or I will take you to the comprachicos." Forty of these child-stealers, with other criminals, have just been freed from prison and turned loose into the coming floodtide, by order of Gen. Blanco. Henceforth these criminals will be one of the first duties of the military police under the American administration. —Giles Willels in Leslie's Weekly.

Indian Pictures

By Mr. G. W. Stevens, Correspondent of the London Daily Mail.

Watering a Thirsty Land—Some of the Irrigation Canals.

PESHAWUR.

No rain has fallen for the better part of six months, and the snows are as yet unmelted about the shoulders of the Himalaya. Out of the foothills the Jumna issues on to the endless level like a thread of blue water on a broad belt of dead-yellow sand and round-worn pebble. Over and under and through them, scurries the scanty trickle—a profitless thing, you would say, to the vast plains and dry-dripped deserts below.

Following it through the thickets and over the stones you come to a road raised on a long embankment; and following that you find it presently closes in on the river. The stream confined on this side, appears to gather weight, and slides along the more swiftly, as if making up its mind to a purpose.

Then suddenly you look ahead—and there is no more Jumna! It has stopped—disappeared. Across its broad bed, with pier and buttress, bridge and trestle, runs a long dam, relentlessly solid. Between the piers you see double flood-gates, each with an upper and a lower leaf, and a travelling wheel on rails above to draw them up. But at the present they are all shut down, and the stream pulls in vain against that curb. Beyond it there is still the

Bad Bed of Dead-Yellow Sand, round-worn pebble—but only a feeble round-worn trickle, a puddle and a gutter runnel of water struggle to lick over it. What on earth has become of the river?

Next moment you see. Before you, along the right bank, is another weir with many piers and a broad road over it, double flood-gates, and a travelling wheel. The river, now looking outright, sweeps round a curved revetment; rears back from the dam in its front, and plunges madly through the arches of the other. Under the weir it is a lather of foam; a hundred yards beyond it is in hand again, galling with a swift and solid momentum, the narrower banks. The Jumna has ceased to be the will stallion of a river; it is broken to man's service—bitted and harnessed into a canal.

From now on it has a double use; it is a highway where there was a little road and no highway, and it is a perpetual and no less fertile where there was only sand and drought. In early summer, when the melting snows bring it down in shouting spate from the mountains, the gates are opened in the transverse weir, and it tears along its natural bed as well as along the canal.

When the lower leaf of the gates the upper can either be raised to let it off or kept lowered to hold it in place. It can be held up at the transverse weir and or it can be held up at the lateral weir and eased off down the natural bed. And it takes some regulating, as the white-bearded engineer will tell you. He is simple and courteous and very keen, even after thirty uncomplaining years of canal work—no shiver, nor sweat, and always work and anxiety. It is at posts like this you realize the non-commissioned hands of British India—like this man living with a working wife, bringing up children with difficulty, pinching the not over-liberal pay to squeeze out the expense of summers in the hills. Such men—there are hundreds of them on canals, railways and in engine-rooms and fitting sheds—are not the least heavily-burdened of the slaves of India. They hunger for Camden-town as the others hunger for St. James's street; but there is no three-yearly privilege leave for them. Their children must be brought up in India or not at all; and to be country-bred in India is good neither for mind, body, nor estate. In big stations there may be a club of them, and the tennis with sergeants' daughters; more likely they will be pushed away where there is a white superior to talk to six times a year and a white superior to be expected, you will find the good man in a new white topi and a good lady in an old silk gown, and tea and Huntley and Palmer's biscuits. Sit down and talk; you seldom have such a chance to do a good deed without any virtue of your own.

So here, alone in his little bungalow—the higher ranks of the public works engineers are few, and the few are here today, and at the other end of the canal to-morrow, and dead of enteric the next day—keeping his accounts, commanding his coolies, sipping the white-bearded cup, and governing the River Jumna. When the floods come down it is anxious work; for it needs some masonry to stand against that turning, snorting strain. It takes some regulation to prevent the

torrent from savaging banks and bottom, and

Swallowing Up Gates

and travelling whine and piers and all. To get due warning of such onslaughts they have just laid a telephone-wire miles up into the hills; here is a gauge which automatically rings a bell at the head works below when the water rises to a given height.

Even now, when there is a bare three feet of water on the sill, there is plenty of devil in the Jumna still. The four natives who man your boat row as natives would—a slice in, a languid scoop, and a good rest between the strokes; yet you race down, and the boat will have gone back by bullock-cart. You soon forget that you are navigating a canal, for this is as broad as the Thames below Folly Bridge, and curbed with rough stone jetties and streaked with rough currents into hills and valleys of water like the very Rhine. Now your boat bumps—bumps against the bottom, now spins round a headlong corner, now kicks her rudder in the air and digs her nose down a sliding cataract. Now you are caught and all but hurled against a raft of sleepers; for the canal is a main highway of the timber trade. Next you coast round a big island, where tulip trees mosaic the intense blue with black leaf-boughs and scarlet blossoms, where tribes of puff-billed water-fowl, half-deck, half-cormorant, jump off the branches and flap heavily towards

The Long Spear-Grass above the sand-shoals. Here is a village alive with calves and staring brown faces; here a soul-less flat of poor pasture, where the canal is sowing great fields of bank; here another weir-bridge across the still restive stream, and a shoot of berry-green water and snow-white foam, into soberer, profounder reaches below.

So you could float for days, with the water-air cool on your skin and the ever-frustrating drowsiness of your canvas. But wake up; this is not Nanchang or Ship-lake; this is hard business. This Western Jumna Canal is part of perhaps the most original and beneficent piece of engineering in the world. It flows thus along the watershed between the Ganges and Indus basins for over a hundred miles, giving out water into a gridiron of channels that lead it to the chequered fields, till at last what is left trickles back to its mother Jumna at Delhi. A second branch of it heads out the best part of two hundred miles to Sirsa and Ferozepur, and the lands that fringe the Rikhar desert, where the year's rain is less than twenty inches, and generally fails at that, and two crops out of three must sponge on the canal or die of thirst. This pleasant river of tulip-trees and water-fowl spells life or death to two hundred miles away.

This is only one of the great canals with which British rule has turned flood into steady moisture, desert into corn-land, and has mitigated bad years and filled to overflowing the abundant years. This particular Western Jumna Canal, it happens, was there before we came; an

Emperor of Delhi cut it and planted it with trees. Only his engineer made the tiny oversight of leading it along the line of drainage instead of the watershed, so that wheels and buckets and oxen were needed to prevent it from drying up and instead of watering it, Left derelict till our time, it was the resigned; and its principle perfected and applied to nearly all the great rivers of northern India.

The principle is briefly this. The rivers have eaten out low, narrow valleys for themselves; so that an ordinary dam would not be enough to raise the waters to the upper lands beyond the valleys, while simple channels could not reach them at all except at points low down the river's course; you would have to take off cuttings and lead them over miles of country before they could begin their work. The plan, therefore, has been hit on of intercepting the whole bulk of the rivers as soon as they enter the plains, and carrying it to the watershed that runs parallel with the course of the streams; thence, by gravitation, it distributes itself. Of these canals the Jumna cut out three—one eastward, one westward from Tajwalah to Delhi, and another from Delhi to Agra. The Ganges is intercepted at Hardwar, and four thousand miles of main and branch lead it back to the natural bed at Cawnpore; the stream that gorges from the mountains below Hardwar is again taken up and sent to reinforce the original canal. In the Punjab the Ravi, the Beas, and Sutlej, and now the Chenab have been similarly shed abroad on to waste places; on the latter especially colonies have come from congested districts to land grants in what to now was desert. Of the great rivers of the north only the Jhelum and Indus remain untrapped.

These works of irrigation are brilliant, effective, popular, and—the crowning grace of public works they pay. It would be worth the while of government to make them, even if it were not a father duty; for the increased land-revenue they would bring in; but, apart from that, they actually pass by the water-rates levied from the owners whose fields they give upon. In each village a water registrar, corresponding to the land registrar, keeps the account of the fields irrigated, and the headman collects the rent. The Punjab canals already pay over 6 per cent, though the Chenab works are but just completed; the North-Western Province get about the same; the patriarchal Western Jumna yields 5. That is good hearing; the idea of charity in government is hateful to well-balanced minds. But for the true ecology of Indian irrigation you must go to the cultivator. Forms of government the cultivator neither knows nor reck of; even justice he has learned to look with envy; but he understands and appreciates water; he understands and appreciates water on the land. Go into any village and mark the difference between this field and that—the dense, long-strawed, full-eared barley, the dark, thick-podded pulse, the dense, blue-flowering, even-pulse on one side; the stunted, bloomless blotches—is it meant for crop or fallow?

—on the other, Water is scarce now; seven or ten days of full canal, then seven and ten of dry, is the usual alternation. The ryot grumbles on the dry days, as tillers of the soil will but every village has a grey-beard old enough to remember what happened when water rains failed in the years before the Sahib bridled the river and brought it to the village gate. And on the full days go out at eventide and see the ryot naked to mid-thigh scraping vents in his

little embankments with his anvil-hoe. First one, then another, red by red, till the whole field is naked. Later on the glugging of the water as the last compartment gets its dousing, and look at the great peace on the ryot's face. You can almost hear his soul glugging with the like satisfaction.

G. W. STEVENS.

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100 Government St., near Yates.

WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, April 24-5 a.m.—The present fair weather is due to the eastward movement of an high pressure area across the province, while another of low pressure covers the South Pacific Slope. The latter is now moving northward and may cause high winds along the coast, and showers in this vicinity. Rain is falling in California; elsewhere the weather is fair from the Pacific to the Great Lakes.

Victoria—Barometer, 29.88; temperature, 52; minimum, 51; wind, N.E. 12 miles; weather, clear.

Vancouver—Weather, clear.

New Westminster—Barometer, 29.90; temperature, 46; minimum, 44; wind, calm; weather, clear.

Nanaimo—Wind, calm; weather, clear.

Kamloops—Barometer, 30.78; temperature, 34; minimum, 24; wind, calm; weather, clear.

Barkerville—Barometer, 30.00; temperature, 28; minimum, 20; wind, calm; weather, clear.

Neah, Wash.—Barometer, 29.92; temperature, 44; minimum, 40; wind, E. 4 miles; weather, clear.

Tacoma—Barometer, 30.42; temperature, 52; minimum, 50; wind, N.E. 20 miles; weather, fair.

Portland, Oregon—Barometer, 29.74; temperature, 52; minimum, 53; wind, N.W. 11 miles; weather, fair.

San Francisco—Barometer, 29.80; temperature, 46; minimum, 42; wind, S.E. 22 miles; rain, .40; weather, rainy.

Forecast.

For 36 hours ending 5 p.m. Tuesday, Victoria and vicinity—Strong N. and E. winds; fair to-day, becoming unsettled Tuesday.

Lower Mainland—Fresh to strong N. and E. winds; fair to-day, becoming unsettled Tuesday.

CITY NEWS IN BRIEF.

HONDI should be tried by everyone.

Bendario, the only hair producer, just arrived at C. Kosko's, 42 Government street.

The annual Easter vestry meeting in connection with St. Saviour's is to be held this evening.

The members of the Entre Nous skating club will hold a social dance on Thursday evening in A. O. U. W. hall.

The Ladies Aid of the Centennial Methodist church will hold their sale of work on Wednesday, the 2nd of May, instead of on the Tuesday, as previously announced.

R. Williams & Co., the Johnston street clothing, have found it necessary to arrange for more commodious premises, and in a short time a new brick building, 50 feet by 120 feet, will be erected for them.

THE LION IS KING OF BEASTS, THE MONARCH KING OF WHEELS. T. G. MOODY, JR., OLYMPIC CYCLERY.

Messrs. Lemon, Gibson & Co. have received an order for 2,000 sashes and doors for the Alaska Commercial Co. This is in addition to the large order for sashes and doors for the same company's northern stations.

Pure drugs and of the first quality at the new drug store. Prescription work a specialty. F. W. Fawcett & Co., 49 Government street.

The barbers are planning an organization for self-help, it being thought that if the by-law introduced into the council meets with defeat owing to its being wider in its application the law intended by the barbers, their better means of securing the end desired will be to band themselves into a trades union.

Gilbert & Sullivan's songs, Philharmonic Hall, Wednesday and Thursday.

HONDI cannot be had in bulk.

Any person supposed to be "in the know" of the amusement world will perceive on reading the names of the artists engaged for Primrose & Dock-stader's Great American Minstrels, to be that the company is a meritorious organization. Those who are to occupy the extreme ends in the semi-circle of merit are Geo. Primrose, Lew Dockstader, Lew Sully and Jimmy Wall. The vocalistic effort will be in the hands of Manuel Romain, W. H. Thompson, Fred Reynolds, Chas. D. Watson, Edward Hansen, Harry Ernest, John Perry and B. C. Barnes. In the olio will be the Deonzo Brothers, the great musical trio—Howe, Wall and Lew Sully—the monologist Lew Dockstader with a new and pertinent theme; the Quaker city quartette; Geo. Primrose in a new singing and dancing specialty, assisted by four champion pickaninny cake walkers, and the greatest of club swingers, the four juggling Johnsons. This brilliant ensemble of minstrel talent is booked at the Victoria for to-morrow evening.

—Smoke union made cigars.

—Use Blue Ribbon Baking Powder.

—HONDI is a Ceylon tea in lead packets.

—Washing machines at R. A. Brown & Co.'s, 80 Douglas street.

—Lawn mowers and garden tools in variety at R. A. Brown & Co.'s, 80 Douglas street.

—Headquarters of the Seattle Post-Intelligencer at Frank Campbell's, old postoffice.

—A full line of syringes, hot water bottles and stoneware at Stewart & Co., 40 Government street.

—For variety of design in monuments and headstones, go to T. Brannan's, corner Cornsant street and Blanchard avenue.

—Get your bicycles fixed up by the old reliable firm, Oakes & Plimley, the only practical bicycle makers in city; 42 and 44 Broad street.

—Monuments, the largest stock in the province to select from, and all kinds of cemetery work at A. Stewart, corner Yates and Blanchard streets.

—The Board of School Trustees will meet on Wednesday evening at the City Hall. The principal business is the further consideration of the draft rules and by-laws for the regulation of the business of the board.

—Changed Hands—The headquarters of the "Post-Intelligencer" of Seattle after April 1st will be at Mr. Frank Campbell's, the old postoffice building. All subscribers not receiving their paper will please notify him.

—The final performance of "Iolanthe" at the Victoria theatre on Saturday evening attracted a fairly large house, and was a distinct improvement upon the former productions by the same company. The applause throughout was most enthusiastic and the principals and chorus were repeatedly recalled.

—Schroeder, the hypnotist and mind reader, appears every evening this week in A. O. U. W. hall, assisted by Miss Winthrop. Schroeder promises entertainments equalling in laughter creating features those given last winter by P. H. McEwen, and as popular prices will be charged for admission there should be a crowded house every evening.

—The E. & N. Railway Company have notified Beaumont Boggs, secretary of the celebration committee, that they will run a fifteen minute service between the Store street station and the Gorge on the day of the regatta. Mr. Boggs is also in receipt of an acceptance by the commander of the Second Battalion, Fifth Regiment, of the invitation sent to the officers and men.

—The funeral of the late Mrs. Joseph Westrop Carey, which took place on Saturday afternoon from the family residence, Douglas street, was one of the largest ever held in the city, there being in attendance a great number of the friends and co-workers of the deceased lady. The members of the Columbia Lodge of Oddfellows were present in a body. There was a wealth of floral monuments, the casket being completely hidden beneath them. Rev. J. C. Speer conducted the services, and the following acted as pallbearers: Messrs. W. J. Dowler, David Spencer, sr., Noah Shakespeare, W. J. Pennday, R. Hall, M.P.P., J. Jessop and J. Bullen.

—HONDI can only be had in lead packets.

—Very great interest is already being taken in the musical entertainment proposed by the Young Ladies Jubilee at the Victoria on Monday and Tuesday of next week. Such comicities as will abound throughout the entertainment have never been seen in the city before, and the songs, the cake-walking and the dancing will be revelations. Departing from the usual programme of burnt cork artists, the gentle maidens will furnish a refined but laughable performance, and it will be surprising if Victorians are not satisfied with but two evenings. There will be a lively and a big demand for a repetition. Further particulars will be given during the week, although it is not necessary to advertise very largely to attract a crowd to a performance given under the management of Mrs. H. D. Helms, and for so worthy an object as the purchase of needed apparatus for the Jubilee Hospital.

—Wednesday and Thursday evenings Philharmonic Hall, Fort street, will be converted into a place of entertainment of a character somewhat different to that for which it has been made use of in the past. Owing to the A. O. U. W. hall being otherwise occupied and the Institute hall not yet ready for occupation, Mr. Ross Munro has been obliged to fall back upon the old and at one time popular Philharmonic for the presentation of Gilbert & Sullivan's "Trial by Jury." The charming little opera has been carefully rehearsed and the stage management has received the finishing touches from the capable hands of Mr. F. Finch-Smith. Mr. Floyd being responsible for the musical direction. The first part of the entertainment will consist of a programme of songs selected chiefly from the works of Gilbert & Sullivan, and the latter who will take part is a guarantee that the affair will provide excellent amusement for all who attend.

—The first session of the Mock Parliament in connection with the Young Men's Liberal Club was brought to a close on Saturday evening, when the legislation introduced by the government was finally passed and the estimates agreed to. The debate on the anti-Sunday closing resolution, moved by the member for Dewdney, was concluded, and a division taken, resulting in its defeat, a majority of 18 to 15 declaring in favor of an amendment to the effect that Sunday closing of all places of business should be strictly enforced. The leader of the opposition introduced a motion favoring the establishment of a system of old-age pensions, but it was ruled out of order by the speaker as dealing with the finances of the commonwealth. On Saturday next the joint legislators and their friends will participate in a banquet to be held in the club rooms, admission to which is by ticket obtainable from any member of the club.

—Butter, sugar, tea and coffee, best quality at Hardees, Clarke's.

—If you want a good laugh see "Trial by Jury."

—Bakston health biscuit, butter wafers, granola, etc. Health Food store, near the postoffice.

—As there were no prisoners for trial the regular sitting of the police court was dispensed with this morning.

—The fraternal order of Eagles will hold a meeting this evening in K. of P. hall, when twenty-two new members will be elected.

—The assize court, which was adjourned until to-morrow morning at 10.30, will be formally adjourned until Thursday morning, when it is expected the Nunn and Sonner cases will be proceeded with.

—On Friday and Saturday evenings of next week A. O. U. W. hall will be occupied by the Victoria-West Amateur Dramatic Club, who will produce the three-act military drama "Rio Grande" and the four-act comedy drama "Maita Wait" for the benefit of the fund in aid of the widow and four children of the late John McKerie, who was drowned in the San Juan river in February last.

—At St. Paul's Church, Vancouver, by the Ven. Archdeacon Pentreath, Mr. W. H. Adams and Mrs. E. Patten, of Victoria, were united in marriage Thursday last. After the marriage ceremony an elegant luncheon was served at the archdeacon's home in honor of the bride and groom, who returned to their home in Victoria on Friday evening.

—The death occurred at New Westminster this morning at 3 o'clock of Daniel McDonald, aged 37 years. Deceased was a native of Antigonish, N.S., and leaves a wife and child in this city. The funeral takes place on Wednesday morning at 9 o'clock from his late residence, 128 Blanchard street, to the R. C. Cathedral and later to Ross Bay cemetery.

—The following battalion order was issued this morning: "The following communication from the district officer commanding is published for general information: "Victoria, B. C., 21st April, 1899. "Please note that the competition for the 'Herbert cup' will be held under the same conditions as last year. "J. PETERS, Lt.-Col."

—The following subscriptions have been received by Mrs. J. Geddes, of Pandora street, to the fund being raised for Mrs. McKerie, widow of the late John McKerie, who was drowned at San Juan, a short time ago: Mrs. J. Geddes, \$5; Mrs. A. Drakin, \$2.50; A. Friend, \$5; J. M. 25c; A. Friend, \$5; T. W. Hall, \$5; Cash, 25c; Mrs. Bailey, 25c; C. Y. 25c; A. Friend, 25c; W. W. 25c; P. N. 25c; Cash, 25c; Goodraze, 50c; P. W. Powell, 50c; J. Russell, 50c; Mrs. L. G. Quagliotti, 50c; Miss Fraser, 50c; F. Carne, Jr., 50c; Friend, \$1; Cash, 50c; Cash, 50c; Friends \$4. G. A. 25c; J. H. 50c; E. B. 75c; M. H. 50c; P. V. Hobbs, \$1; Wm. Christie, \$1; J. W. Ross, \$1.50; Cash, 50c; Friend \$1; D. Hest, \$1; T. Hardaker, \$1; Johnson, \$1; W. Bickford, 50c; Friend 25c; Friend 50c; Cash, 25c; Cash, 50c; T. F. 50c; M. O. V. 50c; Friend \$1; S. Bush, 25c; T. A. S. P. 25c; Westcott, 50c; Ross, 50c; Friend, 50c; W. M. Merriman, 50c; W. T. Williams, 50c; Friend, 50c; T. Cooper, 25c; Dix, \$1; Ross, \$1; Cash, 50c; A. E. H. \$1; W. and K. 50c; Mrs. Lubbe, \$1; Total, \$47.

—The number of 353 has already been turned over by Mr. W. Loring to Mrs. McKerie, but he has not yet sent in his subscription lists. Further subscriptions will be received by Mrs. Geddes and at the Times office.

—In conversation with Mr. B. R. Atkins, the Revelstoke newspaper man, who is spending a few days in the city, a Times man learned this morning that the work on the Fraser river bank at Revelstoke, undertaken jointly by the Provincial and Dominion governments, is now completed and a very satisfactory result has been achieved. Brush matting three feet thick has been placed in position and crib work of rock, etc., made use of to retain it in position, which will effectively prevent any erosion. In a little while the work will be finished off by grass being grown on the slope of the bank, and now the people of Revelstoke are wondering why, when the present administration has made so good and satisfactory a job of the work, it took so long to get anything done under the old regime.

LAW INTELLIGENCE.

In Regina vs. the United Cattle Co., Mr. Justice Drake this morning made an order changing the place of trial from Nanaimo to Victoria. This is the first bridge accident case. The accused applied for the change on the ground that they would not be able to get a fair trial at Nanaimo. A. P. Luxton appeared in support of the application, and H. A. Maclean, D. A. G., contra. The trial will take place at the first assizes here.

The trial of C. E. Westbottom, charged with stealing from a Government House, was held this morning before Mr. Justice Martin, and the prisoner was discharged. Considerable argument took place over the admission of the evidence of Detectives Perdue and Palmer in regard to the questions they put to the prisoner when he was arrested.

The Lordship allowed the evidence in as at the time the prisoner was not under arrest. J. S. Yates appeared for the crown and George E. Powell for the accused.

In chambers this morning Mr. Justice Drake made an order in Reilly vs. Martin, a Port Steele case, cancelling all the pendens filed by the plaintiff. Messrs. Shaugnessy and Angus are the owners of the property and they have to put up security in the sum of \$550 to get the pendens cancelled.

The collecting committee for the Queen's birthday celebration fund were out for the first time this morning for an hour or so, and were gratified with the very liberal responses made. The following amounts were obtained:

B. C. N. Railway Co.	\$100
B. C. Electric Railway Co.	50
B. P. Elthut & Co.	30
Turner, Repton & Co.	30
Bank of B. C.	25
B. C. Railway Co.	25
C. E. Redfern	25
B. C. Land & Investment Agency	25
McPhillips, Wooten & Barnard	25

ALL CLASSES LIKE THE DELICATE SWEET OF GRAPE-NUTS

The newest breakfast food in the market and probably the most scientifically made. They are so easy of digestion that babies grow fat on Grape-Nuts. Try for your breakfast to-morrow.

GROCERS SELL.

Garbage Disposal

A New System Inaugurated by the Sanitary Officer.

A Large Saving to the City by the Contemplated Arrangement

An improved system of disposing of the city's garbage and night soil has been inaugurated by the employment of a device which is the invention of Sanitary Officer-Clippel, and which will save the city a considerable sum of money yearly, and materially expedite the filling in of the James Bay flats.

Under the new system the night soil and refuse, in separate cars and conveyed to a large tank enclosed in a brick casing, which has recently been erected at the corner of Cook and Snowden streets. Here the refuse is dumped and water is turned in upon it which reduces the mass to a liquid condition. The bottom of the vault is perforated and when the water and the solid matter has been amalgamated to a proper consistency a tap at the bottom of the tank is turned allowing it to escape into the sewers. Any foreign matter, such as rags, hoops, etc., which might be included in the mass, is arrested and can afterwards be removed. The liquid matter is carried out by the sewer to Cliver Point.

The ashes and other garbage, which used to be carried out with the other on a scow to sea, is now taken to the James Bay flats, where the burnable portion of it is consumed by fire, the residue goes to increase the acreage of the city at that point. The same man who superintends the leveling and burning which constantly goes on at the flats, has charge of the tank, so that the city is at no extra outlay in the matter.

The inauguration of the new system disposes of the necessity of employing a garbage scow, the contract price for which this year was to be \$10 a day. During the hot summer months the scow might not be allowed to lie at the dock longer than twenty-four hours, so that the cost of disposing of the garbage by this system would probably amount to over \$3,000 for the year. The tank and its maintenance this year will amount to \$1,200, while in future the cost of maintenance (about \$600) will only have to be met. The difference between the latter sum and \$3,000, represents the amount which will be saved to the city by the new arrangement.

IF COFFEE DIGESTS

All is well. About one person in three suffers some form of bodily ail that gradually disappears when coffee is left on entirely.

Then "what to drink" is the question. Postum Food Coffee is the nearest approach in taste (identical when carefully made) but instead of being a drug, it is the highest form of nourishment, fattening and strengthening babies, children and adults.

THE PORT ANGELES FERRY.

Beechey Bay is suggested as the Vancouver Island terminus.

Seattle Post-Intelligencer says: "There is quite a contest between Victoria and Beechey Bay over the location of the British Columbia terminal of the Port Angeles Eastern railroad. As is known, it is the purpose of the builders of the road to run it from Port Angeles to a transcontinental connection either at Junction City or Olympia and to give the people of Vancouver Island the advantage of another line to the east by a passenger steamer and freight car transport across the strait of Juan de Fuca.

"The question with the projectors of the road now is whether they will run their passenger steamer and transport to Victoria or Beechey Bay," said Col. James S. Coolican, of Port Angeles, who is at the Rainier Grand Hotel. "We had Mr. Higgins, member of parliament from Beechey Bay, and Speaker of the House, in Port Angeles for three days, conferring with Mr. Cushing and Mr. Atkinson, respectively president and vice-president of the railroad company. He made them a definite and a very tempting proposition, giving them terminal grounds and a real estate bonus, and they are considering the matter."

The people of Victoria, who were attempting to raise a subsidy for the road on condition that its terminal be in their city, have grown lukewarm about the matter, very little progress having been made of late. The people of Port Angeles favor Victoria, as they would rather have connection with a large city than with Beechey Bay. However, the railroad officials are now independent of Victoria, and they may leave her out, forcing her people and freight to come to Beechey Bay.

"There is in placing the terminal at this point the possibility of the resuscitation of an old pet scheme of William K. Dunsmeuir. He had desired to build a railroad from Vancouver Island from the Nanaimo coal mines to connect with a transport and railroad that would carry its coal to San Francisco."

Mr. D. W. Higgins was seen today by a Times reporter, and says that at the request of the residents of Beechey Bay he placed before the promoters of the railway the advantages of that place for a terminus of the ferry.

The last paragraph of the P.I.'s article is quoted as it is news to Victorians. The Dunsmeuir referred to is of course Mr. James Dunsmeuir.

Radam's Microbe Killer

Its value attested to by all classes of intelligent people. Read the following:

"Vancouver, B.C., Dec. 28, 1888. "Messrs. John Bros., Dear Sirs: Enclosed please find a postoffice order for \$3.00, for which send me one gallon jar of Radam's Microbe Killer by express. I am leaving Vancouver in a few days and am anxious to secure another jar in addition to that I got at your store when in Victoria. It certainly is a wonderful remedy, and I cannot do without it. It is invaluable to me for preventing colds, and strengthens the vocal chords, thus keeping my voice in perfect condition for singing. Yours truly, NONA YEAGER, of Clara Mathes Co."

Send for pamphlets and testimonials. Price \$3.00 per gal. Jar, \$1.00 per bottle.

JOHN BROS., Agents, . . . Douglas Street

Sporting News.

THE TURF.

Nothing was wanting to make the race meeting held under the auspices of the Victoria Hunt Club at Colwood on Saturday afternoon a success. Beautiful weather prevailed and the track presented a charming spectacle throughout the afternoon. By road and rail large crowds went out, and the attendance was probably the largest on record. The management was praiseworthy, every race being started at the advertised time; the course and fences were in good shape and, with the exception of the first race, a good start was secured in every event.

The members of the Hunt Club entertained their visitors in their usual hospitable manner, refreshments being provided in the marquee erected for the occasion, and the ministrations of the Amphion added some lively tunes to the afternoon's sport with their comical songs and antics.

The favorites in the betting behaved as so many favorites do and came in behind or bettered the track with the usual regularity, but the wins were popular, and Mr. J. D. Pemberton, who won three races with entries from his own stable, received many hearty congratulations. The race of the day was the Victoria plate, a flat race of about a mile, in which Mr. Pemberton rode splendidly. "Starlight," his mount, overhauled "Elliot's" "Rose" hand over hand in the last half mile and coming in a winner amid enthusiastic cheering.

The following is a summary of the day's racing:

1.—"The Hunt Cup." Steeplechase for horses the bona fide property at the time of entry of members of the Victoria Hunt Club, any member of the club being entitled to ride. Distance about 2½ miles—the cup to be won twice by the same horse to become the property of any member.

Mr. J. D. Pemberton's b.g. "Sir Beys" . . . 1
Mr. A. G. Wrigley's b.g. "Lightfoot" . . . 2
Betting: Even money on "Sir Beys," 5 to 4 against "Lightfoot."

2.—"The Ladies Cup." Steeplechase for horses the bona fide property of members of the Hunt Club at the time of entry, any member of the club being entitled to ride. Distance about 2½ miles—the cup to be won twice in succession by the same horse to become the absolute property of any member, and the winner of the previous race for this cup to carry a 7 pound weight.

Mr. J. D. Pemberton's b.g. "Starlight" . . . 1
Mr. T. E. Pooley's b.g. "Battler" . . . 2
Mr. P. P. Patton's b.g. "Thunder" . . . 3
Betting: Three to one against "Starlight," even money "Moonlight," 6 to 4 against "Hilda," any money against the rest.

3.—"The Colwood Plate." Steeplechase for ponies, 14.2 hands and under, the bona fide property at the time of entry of a member of the Hunt Club, any member of the club being entitled to ride. Distance about one mile—ponies to be in the opinion of the committee bona fide paperchasers.

Mr. K. Crawley's g. "Gangway" . . . 1
Hon. S. Hay's b.m. "Deception" . . . 2
Mr. H. E. Newton's g.m. "The Ghost" . . . 3
Betting: "Mary Anderson" and "Daisy," 2 to 1 against "Gangway," 12 to 1 in the start, 5 to 1 or any part at the start.

4.—"The Farmers' Cup." Steeplechase for horses bred in British Columbia, the bona fide property of farmers in Victoria district who are not members of the Victoria Hunt Club. The riders may be farmers, their sons, or any member of the V. H. C. Distance about two miles. Post entries.

Mr. McDonald's "Mare" won; Mr. Parker's horse being disqualified.

5.—"The Victoria Plate." An open flat race of \$100 for all horses bred in British Columbia, carrying weight for age, 3-year-olds to carry 125 pounds, 4-year-olds 150 pounds, 5-year-olds 160 pounds, horses to be ridden by members of the V. H. C., and to be nominated by members.

Mr. J. D. Pemberton's b.g. "Starlight" . . . 1
Mr. Edwards' b.g. "Rose" . . . 2
Betting: Five to one against "Rose," 6 to 4 against "Starlight."

YACHTING.

Saturday's Race.

The yacht race on Saturday afternoon between the Monarch and the Star resulted in a victory for the Monarch. The start was made at 3:15 with the Star in the lead, but before the lighthouse was reached Captain Finlayson had passed his rival, and from then on continued to improve his lead. The Monarch turned the buoy at Red Bluff at 4:20, with the Star half a mile in the rear. On the homing run the Monarch outdistanced the Star in every point and crossed the line at 4:45, with the Star ten minutes behind. Captain Finlayson's crew were Pilot Jones, W. Laurison and Tom Norman, and Captain Janke's crew consisted of H. Connings, F. Munro and Johnstone. The cup will be presented to Captain Finlayson at the smoking concert on Wednesday evening, which is to be given to the J.B.A.A. basket ball champions. It is likely that another race will be arranged with these two yachts in the near future, as the Captain Janke is not satisfied, and puts his defeat down to a lack of ballast. Captain Finlayson says he is open to any challenge.

SERMONS IN BRIEF

Are usually appreciated. The perfect accessory of your tea-table is

HONDI

It brings strength, flavor and delicious aroma to you direct from the Ceylon Tea-gardens. It contains no foreign adulterations, but is pure Ceylon.

ASK YOUR GROCER FOR IT.

SPRING SUITINGS

The Latest Designs. The Newest Shades.

HAVE JUST ARRIVED.

J. T. BURROWS & CO.,

GIVE US A CALL. Tailors, 83 Douglas Street.

from any yacht in his class. Tom Norman, who came from Vancouver to take part in the race, left for home again Sunday morning, and is so confident of the Monarch's ability to capture a race that he will endeavor to arrange a race with a yacht of her class in Vancouver.

LACROSSE.

The Season's Prospects.

Interest in lacrosse circles is increasing daily and the season of '90 promises to be one of the best on record. A first-class team is already assured. Besides the following old reliables, A. Belfry, "Mike" Finlayson, W. Stephen, K. Schofield, S. Norman, J. Bland, F. E. Smith and W. Lofmeier, three eastern players have signified their intention of playing with the Victoria team, and the lure of the national game can rest assured of seeing some good games. The players are daily practicing in the gymnasium of the J.B.A.A. and twice a week go for a two-mile run, so that when the time comes they will give good account of themselves. The old favorite, George Caldwell, will again be with the boys on the field this season. The intermediates are also showing up in fine form.

BASKET BALL.

The Championship Match.

The J.B.A.A. basket ball team are already starting to practice for the great championship game with the Seattle champions during celebration week, and the prospects of the championship of Oregon, Washington, California and British Columbia coming to the Capital City are very promising. Several members of the J.B.A.A. lately visited Seattle and saw some of the local players at practice in that city, and they state that the J.B.A.A. team will be able to hold their own with the Seattle boys. The game will be played under the 1890 rules, thereby doing away with all rough play.

Suburbanites Win.

The Victoria team defeated the Seattle intermediate team on Saturday evening at the Drill Hall, the score being 6 to 5, and Patton, Croker and Crawford capturing the honors. The game was a good and evenly contested one throughout, and some excellent team and individual play was witnessed.

GOLF.

The Tacoma Toughey.

Mr. Goldsmith, of this city, had to submit to defeat in the contest for coast championship in the bog, wader of Tacoma. Malott, with a score of 4 up and 2 to play in the ladies' championship, Mrs. Mcbourne-Halley, of Tacoma, won from Miss Beck, of Portland, 4 up 3 to play. In the men's open handicap, Gifford, of Portland, was 1st, Malott, Tacoma, 2nd, and Mackay, Portland, 3rd. In the open handicap for ladies the winners were: Mrs. Bailey, Tacoma, 1st; Mrs. McNeill, Tacoma, 2nd; Miss Heister, Portland, 3rd.

ATHLETICS.

The Boys Will Celebrate.

A smoking concert will be given by the J.B.A.A. their clubrooms on Wednesday evening advantage being taken of the occasion to present the basket ball championship trophy won for the past two seasons by their team. A good programme has been arranged, the club including some of Victoria's most popular musicians among its members, besides which the captains of the various branches of athletics will tell what work will be done during the coming season.

THE RING.

Butler Counted Out.

New York, April 23.—Joe Burke and Tom Butler, both of Brooklyn, were scheduled to go 25 rounds at 145 pounds at the Greenwood Athletic Club in Brooklyn last night. It terminated in the thirteenth round when Burke fouled Butler, who fell to the floor and was counted out by the referee who did not see the blow struck. Butler showed superiority in fighting.

BASEBALL.

Saturday's League Games.

At New York—New York, 8; Baltimore, 7.
At Washington—Washington, 4; Boston, 7.
At St. Louis—St. Louis, 5; Pittsburgh, 3.
At Cincinnati—Cincinnati, 1; Chicago, 1.
At Louisville—Louisville, 8; Cleveland, 7.
At Syracuse (exhibition game)—Syracuse, 14; Rochester, 5.

—That Breach of Promise Case, Wednesday and Thursday.

Always avoid harsh purgative pills. They first make you sick, and then leave you constipated. Carter's Little Liver Pills regulate the bowels and make you well. Dose, one pill.

W. G. Cameron,

The acknowledged cheapest Cash Clothier in Victoria, 55 Johnson street.

A Premium

With every Bicycle purchased from us. Take advantage of this. Call early. We have a complete line of wheels. COLUMBIAS, CLEVELANDS AND CRESCENTS.

M. W. Waitt & Co.,

50 Government Street.

BIG FEES.

Physicians Who Received Fortunes for Simple Services.

Several Europeans physicians have made fortunes by simple operations. Dr. Thomas Dimsdale, a Hertfordshire specialist, who was summoned to St. Petersburg in 1732 to vaccinate Empress Catherine II., received \$50,000 and a pension of \$2,500 a year. A certain Dr. Butler, who had obtained a world-wide reputation for his operations in lithotomy, received a lakh of rupees (then worth \$50,000) from each of six Indian Rajahs for relieving them from their pains. The late Czar of Russia paid Professor Zacherin, a noted specialist of Moscow, \$75,000 for two days' attendance. Dr. Gid of Bristol received a check for \$250,000 for curing a certain prominent nobleman of a disordered knee. Dr. Gile Yowski, who traveled all the way to Teheran to attend the son of the late Shah, received \$35,000 and his expenses. Sir William Jenner received a baronetcy and \$50,000 for four weeks' attendance at the bedside of the Prince of Wales. Sir Morell Mackenzie received \$100,000 for attending the Emperor Frederick. Perhaps the most extravagant fee of all, however, is that of an English army surgeon, who charged an Indian Rajah \$50,000 for one prescription in a simple case of rheumatism.

BALD HEADS prevented by using

DORE'S DANDRUFF CURE

BARBER SHOPS give Trial Treatments at 10c per application. No large bottles sold. Beware of cheap imitations. The only reliable is Dore's Dandruff Cure.

JOHN BROS. & CO., Toronto.

Provincial News.

GREENWOOD.

Messrs. Hall & Brown have opened law offices in the Naden-Flood block. Messrs. Hall & Brown are both eastern lawyers, who resided in Rossland six months awaiting the law examination held in Victoria recently.

The by-law granting franchises to the Greenwood Waterworks and Columbia Telephone companies were both sustained by the ratepayers on Monday. The vote for the Telephone Company stood 27 to 6, and for Greenwood Waterworks Company 29 to 4.

QUESTLENE.

The new Catholic church, a building twenty by forty-two feet, is approaching completion.

There are not nearly enough laborers in this section to supply the demand and every available white man will be secured within a few days.

Mr. Seymour Baker is now here and will work a gang of 20 or 40 men on his promising West creek hydraulic property on which there is a hydraulic plant complete and from which quite a large amount of gold was taken last year in the few weeks Mr. Baker was able to operate the mine after opening it up.

Superintendent Berry of the Greenwood Mill, has his sawmill now on the ground and is about beginning operations. The bars to be worked by this company are at the mouth of the Cottonwood on the Fraser and are extensive.

ROSSLAND.

Rev. D. McG. Gander united in marriage on Tuesday Mr. W. F. Bryenton and Miss Minnie Higgins.

Carpenters are at work at the fire hall making arrangements for the team of horses which is to be purchased for the chemical engine, which is to be remodeled so it will carry 500 feet of hose.

At the regular meeting of the city council on Tuesday night—the third reading of the debt-rebate by-law was read and the supplementary by-law authorizing the city to borrow the \$150,000 set out in the debt-rebate by-law was read for the first time. Alderman Hopson gave notice that he would at the next meeting introduce a by-law authorizing the city council to borrow \$25,000 for street improvements.

Local stockholders have formed a mining exchange.

A fire took place on Wednesday afternoon on the back of the hotel house in a log house occupied by Mrs. Paul Schultz and her family. Before an alarm could be given, as the place was isolated, the building and its contents were completely destroyed.

ASHcroft.

A serious and probably fatal accident occurred at Hat Creek on Thursday, whereby Arthur Revell, the C. B. C. X. hostler, was in some unknown manner knocked down and badly hurt by horses in a corral.

John Hawthorne had a bad fall by the giving way of a scaffolding on the Cariboo Exchange building, on Wednesday, falling a distance of thirty feet. He was not seriously injured.

The plans for the new sawmill to be shortly erected at Ashcroft have been drawn by Mr. E. B. Knight, and are now in Toronto under consideration by the board of directors of the Ashcroft Water and Light Company. The plans as drawn indicate that the main building will be 40 feet in width by 96 feet in length, with an extension 40 feet long by 25 feet wide. The mill will have a capacity of from 100 to 150 million feet of lumber per annum, although this first year only about 2,500,000 feet of logs are provided by the O. H. Rayson Company, with whom the sawmill company have a contract for furnishing sawlogs for future use.

NELSON.

At a meeting of the local Rugby football players held on Tuesday evening it was decided to meet Father Pat's team of Rossland on May 15th.

The number of men employed upon street work has been reduced from 78 to 20. It is not likely that this force will be increased during the summer. Archie McDonald is foreman of the gang.

P. J. Smith, of the Morie Leader, came in the other night from the town that has a railway, but is without a station. He reports the town quiet at present, but the outlook good.

The early closing movement, commenced by the merchants' promise to a very successful and the thousands of goods for all the retail stores in the city closing at 7 o'clock each evening after May 1. The hardware stores have agreed to close at 6:30, and the tailors, boot and shoe, dry goods and furnishing houses have signed.

The record of highest attendance at the Nelson public school is an active one. On Monday the top notch was reached by 246 pupils attending, but on Tuesday the figures reached 252 actual attendance. There are 72 pupils in the lowest form, almost twice as many as any teacher should be asked to handle. The provincial government will soon have to increase the staff or children will have to be refused admittance.—Nelson Miner.

VANCOUVER.

A well known expressman has been missing from the city for nearly a week, and his friends are unable to obtain any trace of him.

The Trades and Labor Council is rigorously opposed to suspension of the eight hour clause in the Metalliferous Mines Act, and considers that said clause should have been enforced for a time at least, to ascertain its feasibility.

Rev. E. E. Scott, pastor of St. Paul's Church at Vancouver, will accept the call to the Houser Street Methodist Church of this city. Dr. Eby's time with this church will expire in June and he will return to the east. Rev. E. E. Scott will arrive about the end of next month. The police have been directed, consequent on complaint, to see that carriage shops and such institutions do not leave carriages and wagons standing on the streets, to the inconvenience of pedestrians and other vehicles.

Cyclists are making with satisfaction the road work being done on the tin-can paths on either side of Georgia street, from the Hotel Vancouver to Bute street. The grading of the major part, from Bute to Burrard, is about completed, and two more days will finish this portion of the work. Colonel Tracy anticipates that by this time next week the paths will be an accomplished fact.

At the Union Steamship Company's wharf on Saturday morning a team owned by Gross & McNeill took fright and made a mad rush off the dock and up into the busy part of the city, finally coming to a standstill by colliding with considerable force with a vehicle at the corner of Hastings and Carrall streets.

The work of connecting the street railway tracks with the C.P.R. siding at the company's terminal building, has been commenced. The connecting spur and go through the rear of the building and connect the rear of the siding at a point about 30 yards distant.

NEW WESTMINSTER.

The work of driving the piles for the foundations of the new Canadian Pacific railway depot is all but finished. The Knox (Baptist) and West Presbyterian congregations, of this city, have extended a call to Rev. J. C. Forster, pastor of St. Columbia Mission Church, Victoria. A meeting of the Presbytery has been called for May 1st, at 7:30 p. m., in the West Church, to consider the call.

Mr. J. C. McArthur has been awarded the contract for the erection of a two-story residence for Mr. D. Walker. Mr. Walker's new house will be situated on Sixth street, opposite George street, and will cost about \$15,000.

A letter was received on Thursday by a gentleman here from Mr. Angus Martin, from Rivers Inlet. Mr. Martin went north on the steamer Queen City to Rivers Inlet. When the steamer called at Alert Bay, the Rev. Harris and Miss Lear came aboard and went north as far as Rivers Inlet, where they banded. Harris had been unsuccessful in his search for employment, and, therefore, moved on, arriving at Rivers Inlet ten days ago.

On Thursday, Kang Ya Wei left for the Harrison Hot Springs, where he will spend the next three or four days before returning to the coast.

Donald Perrier, the occupant of the "condemned" cell, at the Provincial jail, is not worrying himself over his awful position. He spends the hours of his captivity mostly in sleep.

Mayor Owens has awarded the contract for the erection of his new hotel the Holbrook House to Contractor David Bain, who will commence work forthwith. The fully equipped hotel, which will be built on the corner of the main street and Front streets, will be a two-story high on both Columbia and Front streets. His worship states that the new hotel will cost between \$18,000 and \$20,000, and must be completed by the end of July.

FROM GRAND FORKS.

Grand Forks, April 19.—A. B. W. Hodges, who is to be the superintendent of the Graves smelter shortly to be erected in the Kettle river valley, has had a practical experience in the smelting industry, extending over a period of thirteen years. He understands the treatment of gold, silver, copper and lead ores in all its branches. Mr. Hodges, who is a university man, has had charge of smelters at Pueblo, Colo., New Mexico and San Luis Potosi, Old Mexico. At the latter point is located one of the richest silver mines in the world. Subsequently he was engaged by the National Lead Company as superintendent of its smelter, lead refinery and copper works at St. Louis, Mo. He is now in charge of the smelter at Grand Forks, N. D.

After his inspection of the north fork of the Kettle river, in the vicinity of Grand Forks, Mr. Hodges said: "I cannot say that I am unfavorably impressed with the smelter site I examined this afternoon. No decision will be reached until several other sites are visited. This is a splendid site, with power on the north fork, but it will require further calculation to determine the cost of diverting the energy to the smelter. In all if the original cost is not too great, water is preferable to steam power, and the site at least five hundred horse power. This means the consumption of at least two million gallons of water daily to carry off the slag besides an additional two hundred thousand gallons of water daily for the purpose of cooling certain parts of the apparatus. Grade and drainage are other considerations, but the question of the cost of transmission of power is by far the most important. I need not add that cheapness in handling the ore will also receive serious attention. In making the final selection Mr. Hodges will not be obliged to consult his eastern associates. I feel confident the smelter will be a reality before many months elapse. I expect the sites will shortly narrow down to two propositions."

J. A. Smith, secretary of the Boundary Brokerage Company, has purchased from Neil Hardy the Humming Bird fraction located on the north fork of the Kettle river, nine miles from this city. The concession has not been transferred. The claim comprises thirty-two acres and adjoins the Humming Bird and the O. K. recently acquired by Smith Curtis, of Rossland. The Humming Bird fraction is traversed by the same ledge that extends across its neighbors. The ledge is four feet wide, three feet of which is in clean ore.

Mr. Smith will begin development work this week. The property is a gold proposition. Assays give an average of \$30 per ton. Mr. Smith is receiving many congratulations over his latest acquisition, which Mr. Ralston, M. E. pronounces one of the best prospects on the north fork.

"A word to the wise is sufficient" and a word from the wise should be sufficient, but you ask, who are the wise? Those who know. The oft repeated experience of trustworthy persons may be taken as knowledge. Mr. W. M. J. Perry, Chamberlain's Cough Remedy gives better satisfaction than any other in the market. He has been in the drug business at Elkton, Ky., for twelve years, has sold hundreds of bottles of this remedy and nearly all other cough remedies have been discarded, which shows conclusively that Chamberlain's is the most satisfactory to the people, and is the best. For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

That tired, languid feeling and dull headache is very disagreeable. Take two of Cat's Paw Pills before retiring, as you will find relief. They never fail to good.

Mining News.

Around Erie.

The snow is fast disappearing from the hills surrounding the camp of Erie and prospectors and claim owners are coming in on every train to prospect and represent claims already located. The properties which have been working the past winter have so far exceeded the fondest hopes of the owners that every body who has a surface showing of any merit will do more than representative work upon them the following summer. Many of the old-time prospectors anticipate shipping surface ore this summer. As the principal value of the ore of this camp is copper they want to reap a bountiful harvest while copper is at so high a figure. Ore will be shipped this summer from the North Fork, Belle Rose, Jupiter, W. J. Bryan, Belle Single Eye, Armstrong, Antonio and the two regular shippers—the Second Relief and the Arlington.

The development of the two last mentioned has been kept up constantly all winter with the exception of two weeks on the Arlington. Owing to the use of strong copper water from their shaft the boiler tubes had to be replaced and necessitated a close down for two weeks.

They are, however, working again and have reached the depth of 425 feet. The work has all been accomplished within the last eight months, and at present in the bottom of the shaft, which is six by nine feet, they have a face of solid ore running on an average of six per cent. copper and one-half ounce of gold.

The vein has been widened to the width of 18 inches. The vein has been widened to the width of 18 inches. The vein has been widened to the width of 18 inches. The vein has been widened to the width of 18 inches.

This improvement has been made by the use of a 100-foot level, where the vein had gradually widened to the width of 18 inches. The vein has been widened to the width of 18 inches. The vein has been widened to the width of 18 inches.

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A Treat For Victorians

Ian MacLaren to Lecture in the City on Thursday Next.

The Author of "Beside the Bonnie Briar Bush," on Scottish Character.

Dr. John Watson, D. D., known to the reading public of two continents as "Ian MacLaren," author of "Beside the Bonnie Briar Bush," "Kate Carnegie," "The Mind of the Master," and many other well known of the best stories of the life of the Scotch people, is to make his first appearance in this city on Thursday at the Victoria theatre, when he will deliver his famous lecture entitled, "Readings from the Annals of Brunticity," with selections from his various stories.

When Dr. Watson last visited this country, in October and November, last, he achieved the greatest success that has ever been the fortune of any author, reader or lecturer to realize since Dickens. So great was the demand for this noted speaker that he was obliged to give two entertainments daily, and during the last two weeks of his stay he spoke 15 times each week.

It is difficult to say whether the brilliant preacher is better known in this country as "Ian MacLaren," author of "Beside the Bonnie Briar Bush," or as Dr. John Watson, author of "The Mind of the Master," the Yale lectures on practical "Theology," "The Cure of Souls" and the more recent treat of comfort and healing to those who are in trouble. "Companions of the Sorrowful Way" is his latest work.

Dr. Watson holds his doctrine from St. Andrews, and from Yale, is a graduate of Edinburgh and pastor of Sefton Park Presbyterian Church at Liverpool since 1880. He was born in Essex, England, 1850.

It is unnecessary to speak of Dr. Watson's talents. The event is of great importance, and will call out a most cultivated audience.

For some weeks, ever since it was known that Ian MacLaren's British band was to visit this continent during the summer, musical Victorians have been asking "Will he come here?" and the announcement is made that Manager Jamieson has arranged for a week's visit of the famous bandmaster.

The evening's Scotch dialect is a revelation, so mouth-filling, so paralyzing and withal so musical. Add to this a pleasant voice, commanding form and a most ingenious smile and you have a brief summary of this platform success.

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him only when the scholars came in, of how, when the Latin words were said which made him a master of arts; they translated them freely to themselves and knew the professor was saying that here was the wisest, the handsomest, the most full lad who had ever been in the university.

"It is a good thing," said the lecturer, "when the cottages of the land are conducted with the university by a straight road on which the grass is never allowed to grow."

In one of Dr. Watson's most delightful digressions he told of the trouble he had had with his characters.

"You have no idea," he said confidentially, "what difficulty I have with them. I can't make the right man marry the right woman and nothing is more aggravating than that. The critics have been very severe with me on account of 'Posty'—but do you suppose—that 'Posty' did not trouble me quite as much as he did the critics? The hours I have spent in my study expostulating with the man and trying to get him to put on the blue ribbon! If I had supposed that any one was going to hold me responsible I would have put in a footnote to say 'The author, of course, entirely disapproves of Posty's action.'"

Then the creator of William MacLure told how many MacLures had been positively assured by different people that they were not less than three MacLures living in San Francisco this very day. He spoke of the "Fight With Death," and the care he gave to the medical details of that fascinating story, and how an eminent medical friend was kind enough to revise his proofs. Then he related how a critic, evidently a very young person, said that if the writer had taken the trouble to look up his medical details he would have improved the story.

"Then," said the lecturer, "one lays down the criticism just to have what is very rare in this world—five minutes of sincere enjoyment." The story of the "Fight With Death" was beautifully told, and the evening closed with the unforgettable death-bed scene of the old doctor and the sweet "Now I Lay Me." After having vibrated between smiles and tears half a hundred times, the audience sat quite still when the last words had died away until Dr. Watson, with the smile that is especially child-like, broke the spell himself and said, "I wish you good evening."

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SHIPPING NEWS

HAPPENINGS OF A DAY ALONG THE WATERFRONT.

Lorenzo V. Stoyan has libelled the steamer Glenogle in the United States court at Tacoma for \$10,000 for personal injuries, alleged to have been sustained by falling down a hatchway. In his complaint he alleges he was working on the steamer as a stevedore in handling cargo at Tacoma, and about 6 o'clock at night was ordered to cover the hatch. When he walked upon the second hatch board to place the third hatch board in place, as is the custom, it gave way because it was not provided with a storm back, or strong back with a firm and full shoulder. In his fall his left arm was crushed, the muscles of his neck were cut and bruised, and his scalp was injured so that the left side of his scalp is paralyzed.

After twenty-three days of battering by storms off the Alaskan coast, the Edith returned to Tacoma on Saturday with 50,000 pounds of halibut. Almost the first question asked was as to the weather on the Sound. Seidman has the Edith had such an experience, even on the tempestuous northern banks. Most of the time she lay to without attempting to put off a dory, but when a good day came the fish bit well and it did not take long to fill up and get away for home. The Edith was several days overdue, and her managers were becoming anxious.

It is reported that unless the eight insurance companies that were interested in the \$40,000 insurance money carried by the steamer Edith, which was wrecked off the Alaskan coast last fall, soon pay the policies, Capt. James Carroll, receiver of the Boston & Alaska Transportation Company, the owner of the vessel, will bring suit against them for that amount. Capt. Carroll is carrying on correspondence with the insurers, and will leave for San Francisco to personally look into the matter in a few days, if the matter is not settled.

Steamer Queen, completed her 281st voyage up from San Francisco at 2 o'clock this morning. She was several hours late, being delayed by head winds and contrary seas. Two hundred and forty-two passengers were brought from the Bay City by her, of whom 88 landed here. She brought 100 tons of general freight for Victoria, merchants, the list of those to whom it is consigned being given in another column.

A late paper received from Japan contains a summary of the business done by the Nippon Yusen Kaisha between Japan and this side during the last year. The number of round voyages made by the vessels of that line for 1898 was fifteen, and they took from Japan 42,572 tons of products, and from this side to Japan 17,780 tons.

Steamer Unatilla, will sail for San Francisco at 8 p.m. this evening from the outer wharf. Those ticketed to sail by her are Mrs. Porter, Mrs. A. and Miss Beatrice Gaudin, J. Norman Calloway, S. S. Pope and wife, C. H. and Mrs. Cingleton and A. E. and H. E. Master.

A dispatch from San Francisco says: John Birmingham, supervising inspector of hulls and boilers, has reversed the decision in the case of the steamer, Homer and the Albatross. The Homer is exonerated, and the local inspectors of the northern district censured.

Steamer Borealis arrived at Union on her return from northern ports on Saturday afternoon. After cooling she proceeded to the Fraser to load canneries supplies. She will return here tomorrow and sail north again on Wednesday.

The C. P. R. bulletin notes the arrival at New York on Saturday of the Cunard liner Umbria from Liverpool, and the American liner City of New York from Southampton.

R. M. S. Empress of China has made a very fast trip from the Orient. She reached Carmanah at 11:15 a.m., fully a day ahead of her scheduled time.

Capt. J. Bennett, for many years connected with the Pacific Coast S.S. Company at San Francisco, has resigned his position as superintendent.

Schooner Carrie S. Davis sailed yesterday from Seattle for Ketchikan with 15 prospects.

Steamer Rithet left New Westminster at 1 p.m. tonight on time.

A SUICIDE'S LEAP.

New York, April 24.—A policeman and the passengers of a trolley car saw a patient of St. Mark's hospital commit suicide this morning by leaping from a fourth story window to the pavement, 70 feet below. She was Mrs. R. Bothan of Brooklyn. An operation had been performed on her, and she was delirious when she leaped.

Ayer's
the
sarsaparilla
which
made
sarsaparilla
famous

Personal.

J. Roster, of Alberni, is at the Victoria. H. D. Rucker, of San Francisco, is at the Dominion.

Ross Comstock, of Sandon, is a guest at the Dominion. C. W. Snyder, of Vancouver, is a guest at the Victoria.

H. G. Selwood, of Vancouver, is a guest at the Victoria. G. E. L. Robertson, of Moresby Island, is at the Oriental.

A. J. Davies, Kalamazoo, Mich., is a guest at the Queen's. Samuel G. Pugh and wife, of Vancouver, are among Hotel Victoria guests.

John A. Hellewell and C. Bryant, of Vancouver, are registered at the Driad. A. R. McKay and Ernest Sinclair, of San Francisco, are registered at the Queen's.

William T. Tyler and James Howard, of Vancouver, are staying at the Dominion. J. S. Carter, customs inspector, is a passenger from Vancouver on Saturday's boat.

Jack Kirkup, of Rossland, returned from San Francisco this morning by the steamer Queen. Mrs. Vickery, accompanied by her son and daughter, is at the Dominion en route to Vancouver.

A. McCormack, E. McKenzie and Wm. Alden, of Grand Mira, South Carolina, are registered at the Queen's. J. S. S. Retlack, the opposition candidate in the St. John district at the last election, is registered at the Victoria.

Mrs. Lacey R. Johnson came over from Vancouver yesterday to meet Mr. Johnson, who is expected to arrive by the Empress. James Dunsmyr came over from the Mainland on Saturday, returning from a visit to Ottawa and other eastern cities.

W. T. Stein, secretary of the Vancouver Board of Trade, was a passenger by the steamer from the Terminal City yesterday. Mrs. Singleton and two sons, of Melbourne, and Mrs. Covill, of Wellington, N.Z., are at the Dominion en route to the States.

A. M. Wolff, of Kamloops, came over from the Mainland on Saturday's steamer en route for California, where he will in future reside.

W. R. Angus, Toronto; W. E. Sampson, Toronto; and H. G. Middleton, Winnipeg, are a party of commercial men registered at the Driad.

A. P. Toney, Seattle, and A. Goddard, Simcoe, Ont., are at the Dominion while en route to the city for Atlin, where they own several valuable claims.

A. M. Beattie, the well known auctioneer and real estate agent of Vancouver, is at the Oriental. Mr. Beattie leaves on the City of Seattle on Thursday en route to Lake Bennett and Atlin.

James Morris, Hamilton; C. O. McLennan, Vancouver; C. Parsons, Montreal; John Damer, Jr., Toronto; and R. J. Simpson and wife, Vancouver, are among recent arrivals at the Victoria.

J. W. Holmes, who is connected with the Detroit Copper Company, of Montreal, Ariz., arrived by the steamer this morning on a visit to his brother-in-law, Wm. Christie, local manager of C. P. R. telegraph.

A. J. Fullerton, James Slater, C. M. Marpole and F. Bowser are a party of C. P. R. and customs officials who came over from Vancouver yesterday to meet the incoming Empress of China due to-morrow.

THE CAMPAIGN OF 1900.

Los Angeles, April 24.—Hon. Jas. E. Kyles, ex-comptroller of the treasury, in an interview, said: If the Democratic party in the campaign of 1900 stands upon the Chicago platform, it is sure of defeat. The Silverites cannot longer depend upon the support of the Western States.

HAVE YOU RED HAIR?

It is Considered Beautiful by Everybody but the Owner.

Lives there the girl with ruddy locks who during her school days has not heard her hair? It is a serious thing to be red-haired. It makes a girl the most sensitive of human creatures. She is invariably shrinking and self-conscious, for even in extreme youth, if her hair be the most lovely tint of burnished gold or auburn, it is the cause of as many remarks as though it were the most fiery carmine color.

She knows she has what is called "red hair," and she understands that red hair is a curse, and she is consequently beautiful. If it be of a curly hue she knows that every member of the family cherishes the fond hope that in time it will grow darker. Is it any wonder she is self-conscious and shrinking?

Not until she reaches womanhood does she discover that her hair is beautiful, and then it is not a woman who tells her it is. The red-haired woman, like the red-haired girl, is usually highly strung. She is not necessarily brilliant, but she is never stupid. She is intensely emotional, but rarely if ever sentimental.

She is always an extremist. She must either be scaling the heights of the mountains or sitting in the trough of despond. She suffers and enjoys more keenly than any other type of human being.

Superstition has attributed to hair of a coppery tinge, when it adorns a woman's head, the basest traits and the most exalted virtues. All the petty vices, all the magnificent and admirable qualities, all the lamentable shortcomings to which femininity is heir have been laid to the charge of the red-haired crown.

Artists have been kinder, especially those of the Italian school. To them the hair that Titian loved is and ever has been little less than sacred. On the heads of none but the high-born patrician lady, the saint, or the Madonna, would the old Roman the hair color most esteemed was a dark red, almost brown.

Modern Romans inherit the tastes of their ancestors in this respect, and nowhere else on the face of the earth are so many red-headed women found, because the particular families of Rome and Florence. The same liking exists among modern Greeks, who strive to accentuate the burnished effect of their reddish tresses by the wearing of dull gold ornaments.

Spanish artists and the red-headed women and for two reasons. First, because of the tradition which has led them to always portray Júpiter as a man with red hair. The second and more modern reason for the Spanish aversion to that red hair is in direct opposition to that of the Castilian women, who form the classic ideal of

feminine loveliness to the people of that country.

The prejudice against red hair, especially the red-haired woman, is as old almost as time. In the records of the Egyptians are found the most caustic aspersions. But, despite the well-known fact, that hair of red color, it was thought for a long time that Cleopatra herself had a wealth of auburn tresses.

It has been discovered, however, that the red hair found on the alleged mummy of the star-eyed sorceress of the Nile was due to the chemical action of the fluids used in embalming.—London Daily Mail.

THE HORSE IN ANCIENT TIMES.

How old is the horse? It may be said with comparative certainty, says a writer in the Road, that the earliest mention of the horse occurs in the Bible, where, in Genesis, Joseph is stated to have given the Egyptians "bread in exchange for their horses." But neither in the fourth nor tenth commandments are they noticed as other animals. In Judea horses were only from the days of King Solomon.

There are many times mentioned in the Old Testament the land of horses. There is pretty good evidence for supposing that, even at the time of the Trojan war, horses were very rare animals in Greece. The oldest play on which there is a famous part in the taking of Troy, and which inspired Virgil with his line, "Timeo Danaos et dona ferentes"—that favorite of the half-dramatized game as a surprise to the Trojans in a double sense. In the excellent description given by Theocritus of the quadruped stock of Agamemnon, the Child of the Sun, who lived in the Ialoponessa, horses find no place. Homer speaks of them always with dignity and admiration, and it is very evident that to his thinking, an additional credit attached to those heroes who possessed them. The old poets and people, however, all connected beauty, majesty, and even sublimity with their ideas of these noble animals, and from their gallant appearance, far from their being the companions of princes and the terrible yet graceful accomplishment of war, and their never being seen, as in later times, employed in the more useful purposes of draught and husbandry.

Readers of today must enter into the sentiments of feeling and antiquity to conceive the beauty and propriety of Theocritus' comparison of Helen of Troy to a horse, or of King Solomon's likening his love "to a company of horses in Pharaoh's chariots."

The First Professor of the Science of Horsemanship.

In Deuteronomy Moses expressly forbids the Israelites, in the event of their electing from among themselves a king, to allow him "to multiply to himself horses," and thereby foster a lust of dominion and belated propensities, at the same time enjoining too frequent a communication with Egypt. That country was undoubtedly, in early times, the great breeding-place for horses. At Jacob's funeral in Judea, there came forth from Egypt "chariots and horsemen, a very great company."

The Hebrews were pursued into the Red Sea by Egyptian horsemen, when Pharaoh, after being utterly overwhelmed, Solomon several centuries later, obtained all his horses from Egypt, and this concurs with the narratives of the Greek writers. According to them, Scythia was the seat of the art of horsemanship, who taught his countrymen how to tame and ride the noble animal. In the time of Solomon the price of a horse from Egypt averaged 150 shekels, which, about 217,000 of our money—a large sum in those days. In Neophron's time, some 600 years later than Solomon, the price of a good charger was about 500 dollars, or 257,000—at least, that is the recorded price, paid by Scythians to Neophron, who was a Phoenician, and who, he rode during his retreat from Babylon. Following the Egyptians, the Assyrians became the most celebrated horsemen of the ancient world. These people are repeatedly alluded to by the Jewish prophets, not only as excelling in the beauty of their horses and the great skill and grace of their horsemen, but also in all the showy apparatus of equestrian garb and trappings. Their proficiency, however, in this branch of the military art, was attained long after the Egyptians had been brought to a higher degree of perfection that it had ever previously reached.

The Persians as Horsemen.

The Assyrians, Medes and Persians, we read, possessing more gold and silver than their enlarged empires, decked and bespangled their horsemen most gorgeously with purple, and their horses were also, because greatly renowned for horse-racing. Xenophon declares that before the age of Cyrus, Persia had, from its want of wealth or the mountainous character of its soil, no horses; but that after his time, from the personal example of the king, every man in the country rode on horseback. So much, so, indeed, that it is believed that the very name of Persia, by which ever since that land has been known, originated from the word Perses, which the Chaldeans and Hebrews signified a horseman. Damascus numbers were bred on the plains of Assyria and Persia. We read in one old author of no less a number than 150,000 grazing on one vast plain near the Caspian gates. The Syrian horses, used in their expeditions, were celebrated as the finest in the world.

WEBSTER'S GROPING FOR WORDS.

Writing in Scribner's of Daniel Webster as an orator, Senator Hoar says: "He had a singular habit, which made it wearisome to listen to his ordinary speech, of groping after the most suitable word, and trying one synonym after another till he got that which suited him best. 'Why is he?' Mr. Chairman, that there has gathered, congregated, come together here, this great number of inhabitants, dwellers; that these roads, avenues, route of travel; highways, converge, meet, come together here? Is it not because we have here a sufficient, ample, safe, secure, convenient, commodious, apart, harbor, of haven? I will say the speech made to be printed all the synonyms but the best one would be left out."

MARRIED.

RUSSELL ST. CLARE—At Christ Church cathedral on the 22nd inst., by the Rev. the Vicar, the Rev. Canon St. Clare, of London, England, to Miss Russell, of Victoria.

DIED.

McDONALD—On the 24th inst., Daniel McDonald, a native of Antigonish, Nova Scotia, aged 37 years.

The funeral will take place from the residence of 128 Ingham street at 9 o'clock on Wednesday morning, the 25th inst., and at 9:30 o'clock from St. Andrew's R. C. cathedral.

Friends will please accept this intimation.

SCIENTIFIC INFORMATION.

An Epitome of Latest Scientific Facts and Theories.

Vanadium, though widely distributed in moderate quantity, has attracted little attention. It is a silvery-white metal, has the high melting point of about 2000 degrees C., is somewhat lighter than silver, oxidizes slowly in the air and violently in nitric acid, and is little affected by sulphuric and hydrochloric acids and alkaline solutions. It has been prepared with difficulty by reduction from the dichloride in hydrogen. Until now attempts to deposit it electrolytically have been unsuccessful, but Mr. Sherrard Cooper-Cole has at last succeeded in getting brilliant deposits from a solution containing 1 ounce of the metal to the gallon, prepared by boiling 1.75 parts of vanadic anhydride in 2 parts of caustic soda and 100 parts of water, afterwards adding 12 parts of hydrochloric acid. Vanadium is found to increase the tensile strength and ductility of iron, copper and aluminum. The present use of the metal is almost exclusively confined to converting steel into fixed black dye, and the color is due to the presence of vanadium. New applications are expected to follow its practical electro-deposition.

A new mirror, having advantages where extreme lightness is required, has been submitted to the London Royal Society by Mr. A. Mallock. It is made by taking a ring with accurately ground edges, and stretching upon it the thin film left on the surface of water, after a few drops of a solution of pyroxyline in acetate have been allowed to spread there and evaporate, the film being then carefully silvered. A mirror two inches in diameter can be made of less than ten grains in weight.

A miniature telephone is said to be improved hearing device by Mr. F. H. Collins, a Massachusetts inventor. A small receiver, adapted to be inserted into the passage of the ear, is connected by wires with a small transmitter worn upon the breast and with a battery and induction coil carried in the pocket.

The rodents are the most numerous family of mammals, and the number of species known has increased from 970 in 1880 to 1,500, about 1,500 of the number now on record being living species.

The regular markings often seen on mud hills and beaches of doubtful origin, excited the wonder of even casual observers. In a study of various wave phenomena, detailed to the Royal Geographical Society, Mr. Vaughan Cornish has given special attention to the ripples of sand by the wind, and he finds that the slope of such ripples is always approximately the same. For example, wave-lengths from 1 to 145 inches, and the same in desert sand as in that of the seashore. He has succeeded in reproducing them artificially by the action of a steady blast upon ordinary mixed sand. But sand from which the finer portion had been separated did not give the phenomenon, and it thus appears that the ripples depend upon the presence of particles fine enough to be tossed away by the eddy that forms in the lee of the larger grains. Sand dunes are built up by the wind on similar principles.

An interesting investigation of the stability of motion of a bicycle has been made by Mr. P. J. W. M. of Trinity College, Cambridge, Eng. He finds four critical velocities connected with the stability. These velocities with a typical machine appearing to be about 12.2, 10.4, 8.5 and 7.4 miles per hour, but being not easily calculated for any given machine. At greater velocities than the first, motion is unstable, requiring turning of the first wheel toward the side of falling or bending the body away from it. Between the first and second velocities the motion is stable, even without moving the handle, and the third is stable when the body is slightly moved in the same direction as the fall. Between the second and fourth it is stable with very slight movement of the handle.

An illustration of the pitfalls that confront scientific students is given by Dr. J. H. P. of Trinity College, Cambridge, Eng. Among various sources of error in work with bacteria is the glass of the vessels used, as different kinds of glass impart varying degrees of alkalinity to water, and it is found that some bacteria—solubly those of cholera—are favorably affected by alkalinity. This novel cause seems responsible for marked and important discrepancies.

About a century ago prickly pears were introduced into Australia by the governor, and the climate proved so favorable that they have spread wonderfully, becoming such weed pests that they have caused much abandonment of good land. It is now found that six species of these plants have become naturalized weeds in that country.

The surface and bottom of the ocean, as is generally understood, differ materially in temperature. All known observations of deep-sea temperatures, however, are based on a special projection, maps from which it is estimated, states Sir John Murray, that over 90 per cent. of the sea floor is occupied by water cooler than 40 degrees F., 3 per cent. being under 30 degrees, while on a 17,000,000 square miles surface of the ocean, there are 30,000,000 square miles deeper than 100 fathoms—no small variations of temperature have been observed, except possibly at the line of meeting of the gulf stream and Labrador currents. On the 10,000,000 square miles of ocean between the equator and 30 degrees N. 100 fathoms, the bottom temperature shows annual variations. A study of the surface waters leads to the estimate that over the entire ocean the area warmed to more than 46 degrees is never less than 75 per cent. of the total, even in the coldest months.

while it rises to 87 per cent. in the hottest part of the year.

A new telephone repeater, by which the voice could be reproduced at the opposite side of a continent louder than when it started, has been suggested by Asher in England. The apparatus is the motorgraph devised by Edison a score of years ago, and using the electric current to control the vibration of the diaphragm, the sound being produced dynamically by the motor turning the cylinder. This would repeat a message into a second circuit without loss, the second passing it on to a third, and so on.

The so-called "Life Plant," which grows wild in Guadeloupe, is suggested by Consul Ayne as a novel addition to northern conservatories and homes. Under cultivation it reaches a height of four feet, producing graceful red and yellow flowers; but its interesting peculiarity is that the leaves, when broken off, throw out roots and develop a new plant in a few weeks, even before planting in soil.

The usual explanation that the blue color of the sky is due to minute dust particles suspended in the air is questioned by Lord Rayleigh, who is inclined to think that it may be due to dispersion of the light by the molecules of the air itself.

Turbid liquids are cleared by Spring by passing through a small electric current of considerable voltage. It is assumed that a certain electrical condition causes the particles to remain suspended, and that the passage of the current changes this condition, leaving the particles free to settle.

PASSENGERS.

Per steamer Kingston from the Sound—(Saturday)—A. H. Goldfish, F. P. Zeat, H. A. Johnson, L. A. Jacobson, Mrs. Frederick, Mrs. V. Gould, Miss Morris, W. L. Gassan, O. H. Stone, David Glass, J. M. Paul, J. W. Stephen, J. P. Saller, D. Biddell, P. Kelly, Mrs. P. Kelly, Capt. Lloyd, A. Sala, Mrs. A. Sala, Mr. Hopkins, Mrs. Hopkins, Miss Hopkins, A. P. Toney, H. W. Stewart, Mrs. Stewart, Miss Funn.

Per steamer Chatter from Vancouver—(Saturday)—Geo. Hickey, A. D. Taylor, W. G. Damer, W. Shave, T. A. Brydon, R. Comstock, Mrs. Scott, J. H. Warner, W. H. Horn, C. J. Soule, D. R. Ker, R. A. Wolf, W. W. Brennan, C. Mosher, E. Elliott, Mrs. Towns, M. Price, J. S. Kells, W. T. Dalton, Miss Walford, Miss Stryker, A. W. V. Innes, W. Taylor, P. Oliver, Mrs. I. F. Bennett, T. C. Hubbard, Mrs. Moxon, A. T. Vant, Inger, Mr. Cottrell, W. G. Montell, G. R. Baynton, Mrs. Woodcock, Geo. Smith, H. Frey, Mrs. Frey, Mrs. Blomfield, M. F. Andrews, J. H. Henson, J. J. Goffrey, E. A. Wilde, P. Richardson, Jas. Dunsmyr, A. Wilmet, J. A. Lindsay, Haughton, W. H. Bernier, J. S. Carter.

Per steamer Chatter from Vancouver—(Sunday)—C. D. Canfield, Chas. Bird, J. Cookley, G. W. King, J. P. Hilliwell, W. T. Stein, E. C. Walsh, Mrs. Hillier, Mrs. Flax, Miss Dunlop, Mrs. Brannan, J. P. Mowat, Mrs. C. G. Campbell, O. Kelson, C. C. McLennan, C. F. McDonald, Jas. Slater, C. M. Marpole, H. O. Foster, H. H. Holland, J. M. Stafford, R. C. Davies, M. McLennan, Mrs. Strong, A. M. Beattie, J. S. S. Retlack, Miss Thornton, Mrs. Allison, Mrs. Gellie, C. H. Slaughter, H. E. Slaughter, Mrs. Slaughter, E. Sheehan, W. M. Hirst, G. D. Goldstein, J. W. Soule, C. W. Snyder, R. S. Byrne, A. Lucas, J. A. Fullerton, Mrs. L. R. Johnson, F. Bowen, F. Bowen, R. A. Croft, C. Parsons, J. Morris, H. Tompkins, C. Damer, H. G. Middleton, A. H. Goster, Miss Golla, A. M. Merfeld, F. Willard.

Per Ste. Queen from San Francisco—(Sunday)—Brackman & Kez, British Columbia P. Co. Co. Morely, D. H. Ross, E. B. Marvin & Co., Esquire, Wall & Co. Fell & Co., Fletcher Bros., Thos. Shottell, Thos. Earl, S. N. Redd, T. Kalina, McLandress Bros., Wade & McKee, Canada Pacific Co., Chittenden & M. H. W. Morse, B. Williams, W. J. Wilson, W. G. Cameron, Victoria Brewing Co., Victoria Beer Works, G. E. Sano, Esquire, Wall & Co., Dominion Express Co.

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